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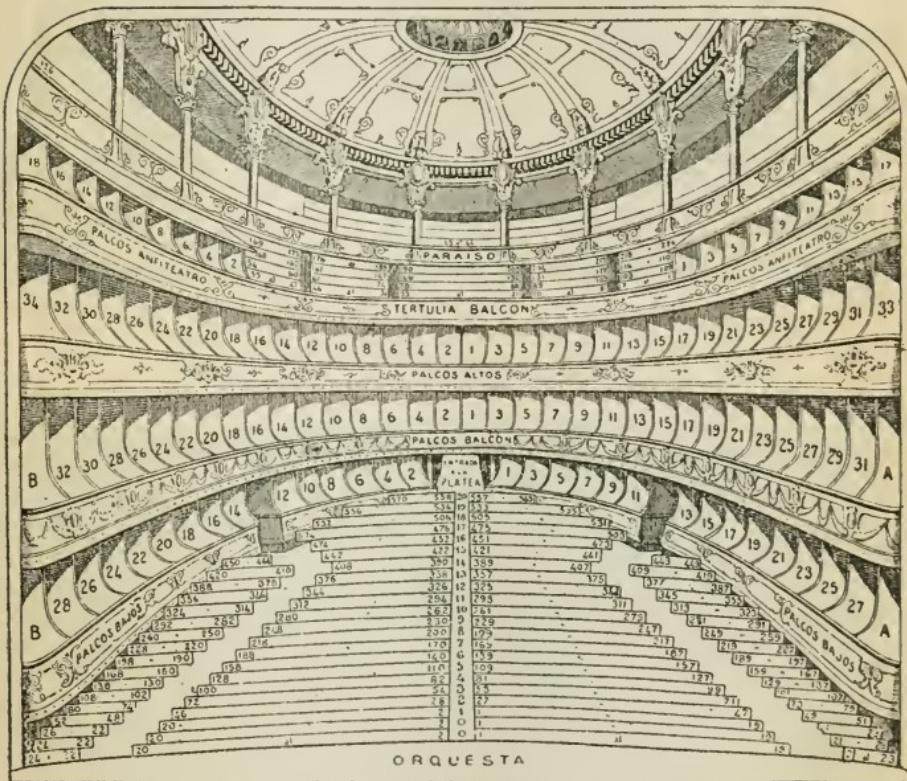
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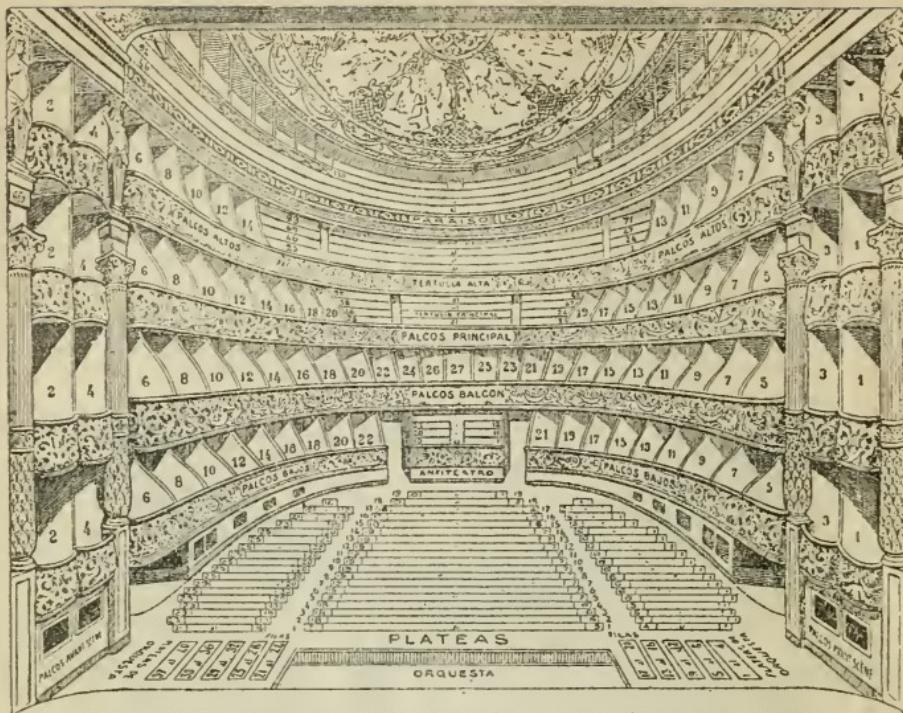
1914

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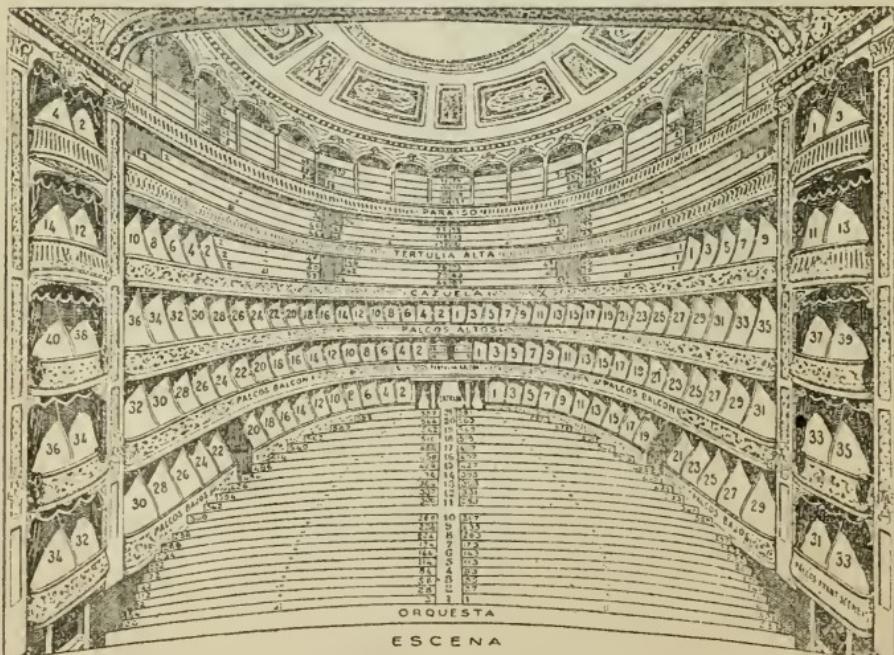
Coliseum Theatre. (*Charcas 1119.*)



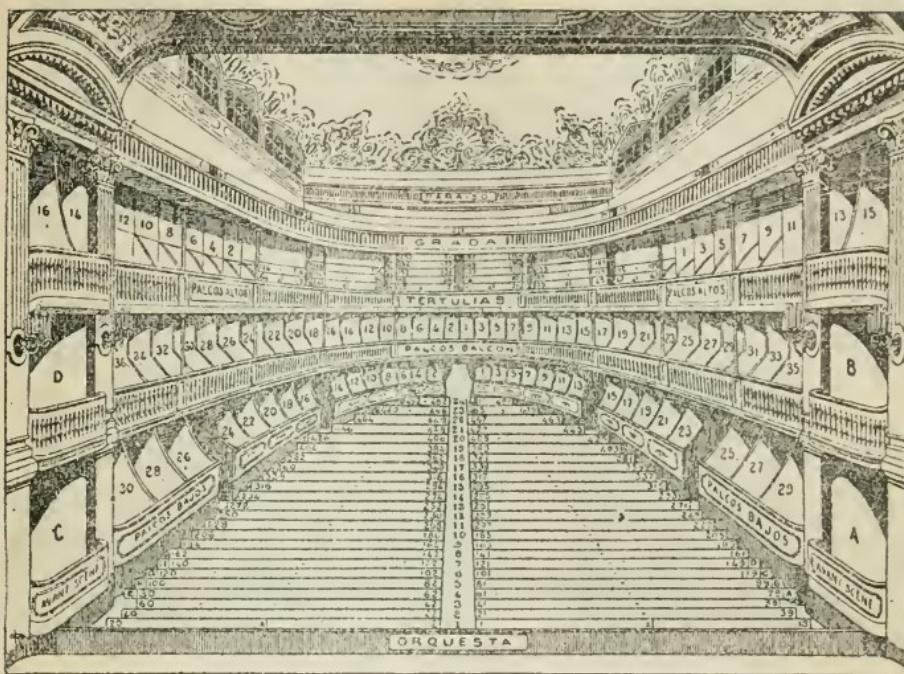
Victoria Theatre. (Victoria 1386.)



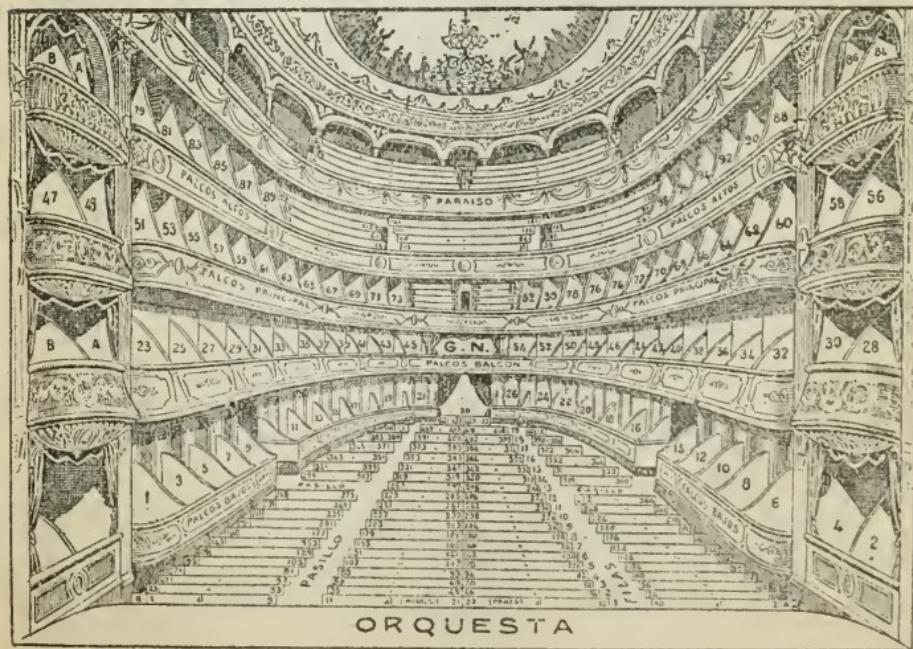
Columbus Theatre. (Libertad 601.)



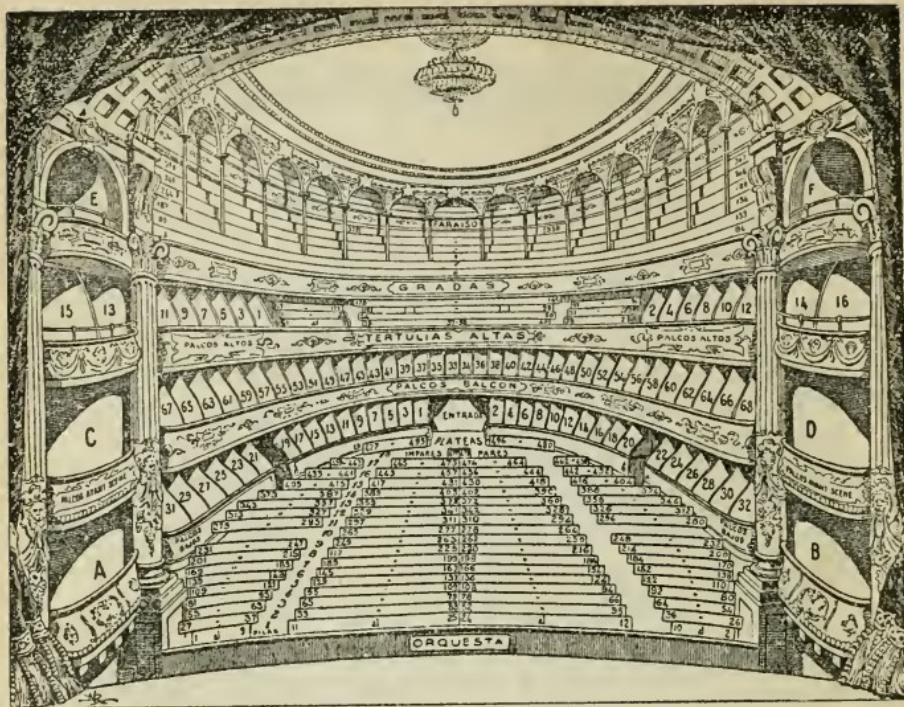
San Martin Theatre, Calle Esmeralda, 257



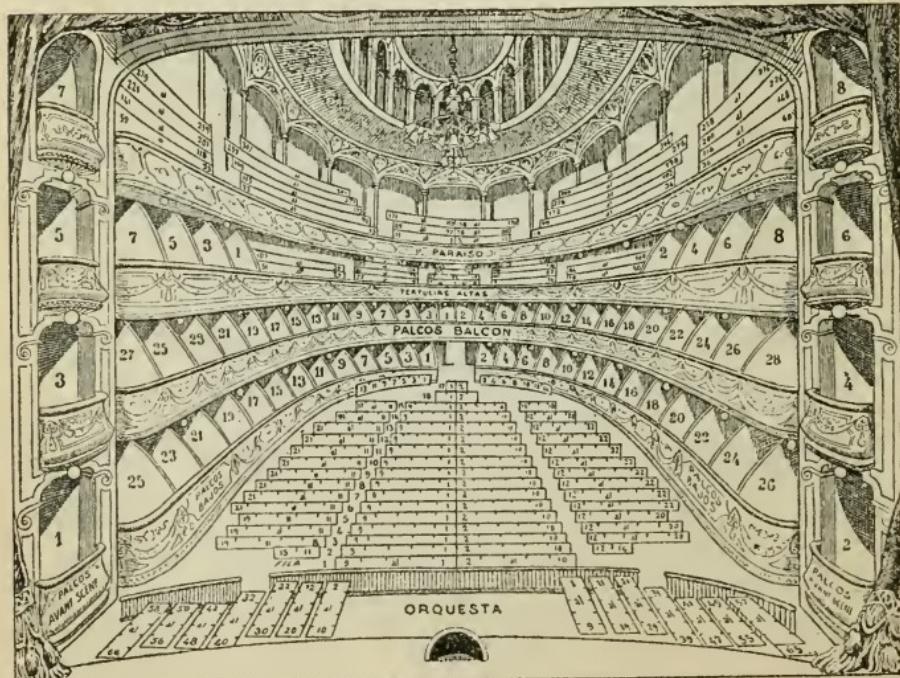
Opera Theatre, Calle Corrientes, 860



Politeama Theatre, Calle Corrientes, 1470



Odeon Theatre, Calle Esmeralda, 367



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TRANSFORMED INTO A JOINT-STOCK
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BUENOS AIRES

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511, Avenida "SUDATLANTICA" **3288, Central**

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(PEDRO VASENA & SONS) LTD.

Mechanical and constructional Engineering Workshops

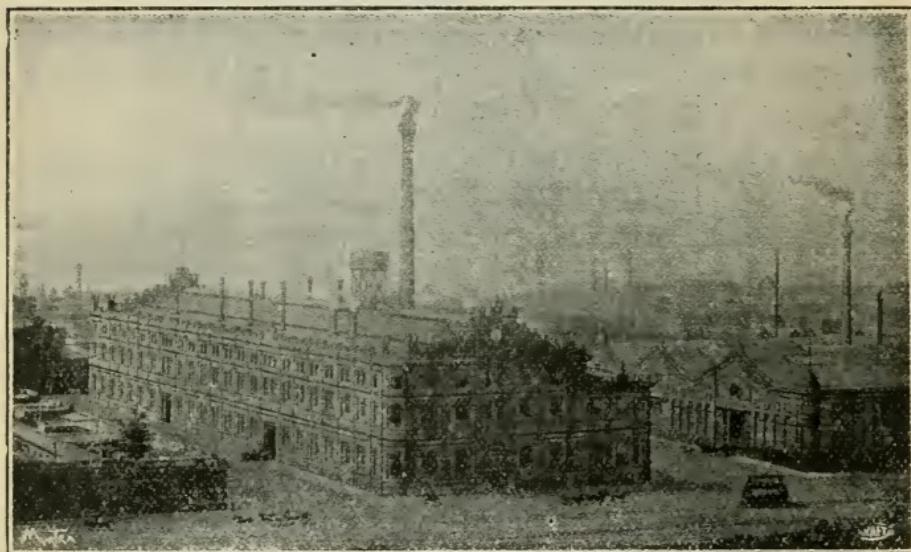
CAPITAL £ 1,000,000

FOUNDED IN 1870 Foundry of iron, bronzes and steel

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Union Telephone: 3621-3622-3623 & 3624. Mitre.
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Branch. LA PLATA: Thirteenth street between 58 & 59th street



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YEARLY

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From 1 to 10,000 \$, with previous notice of 30 days.....	5 %
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For further information apply to manager

C. MALPELI

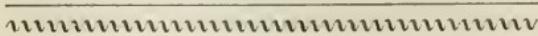
MANAGER



N. TOMMASI



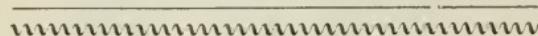
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BUENOS AIRES, Calle General Lavalle, 1127



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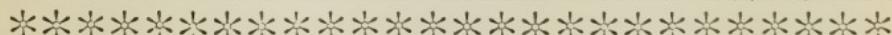
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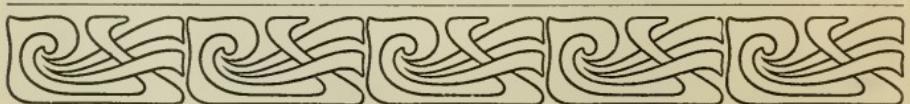
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Reserve . . .	\$ gold	9,804,171·20

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» 2—Calle Entre Ríos 1201, corner of calle San Juan 1802.

» 3—Calle Corrientes 3399, corner of calle Gallo 401;

» 4—Calle Bernardo de Irigoyen 920;

» 5—Calle Rivadavia 2828;

» 6—Calle Santa Fe 2138;

» 7—Calle Caseros 2929, Parque de los Patricios;

» 8—Calle Triunvirato 734;

» 9—Calle Santa Fe 4254, Plaza de Italie;

» 10—Calle Boedo 883;

» 11—Custom House of the Capital.

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Azul		Salta
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Balcarce	Province of Córdoba:	San Juan
Bolívar	Bell-Ville	Province of San Luis:
Bragado	Córdoba	Mercedes
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Chivilcoy	Río Cuarto	Casilda
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Pehuajó	Paraná	Posadas
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Puan	Victoria	Resistencia
Punta Alta	Villaguay	Río Gallegos
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Rojas	Jujuy	Trelew
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San Fernando	Mendoza	Viedma
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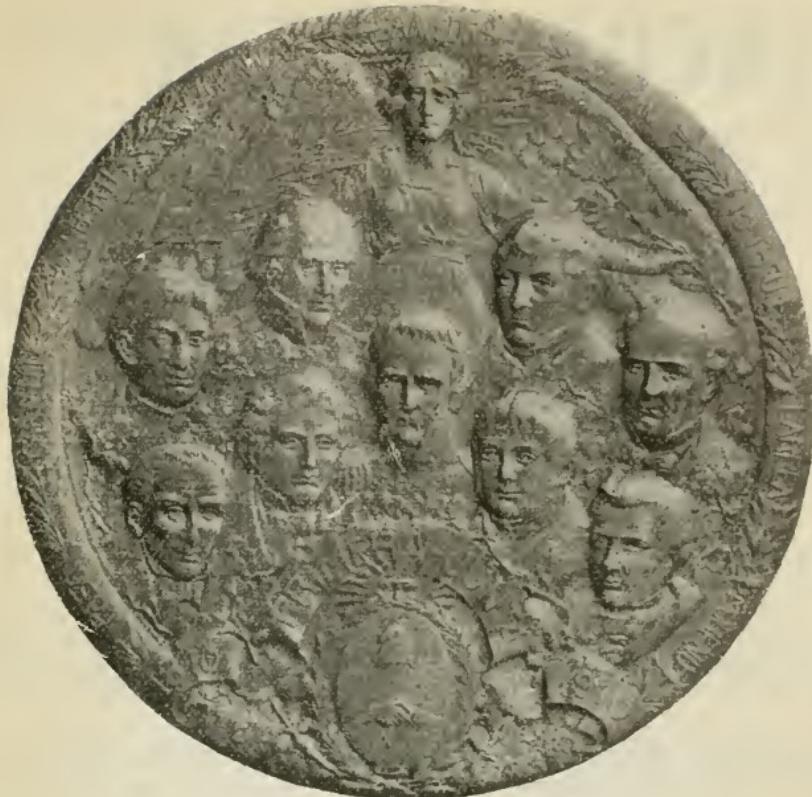


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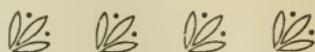
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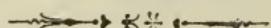


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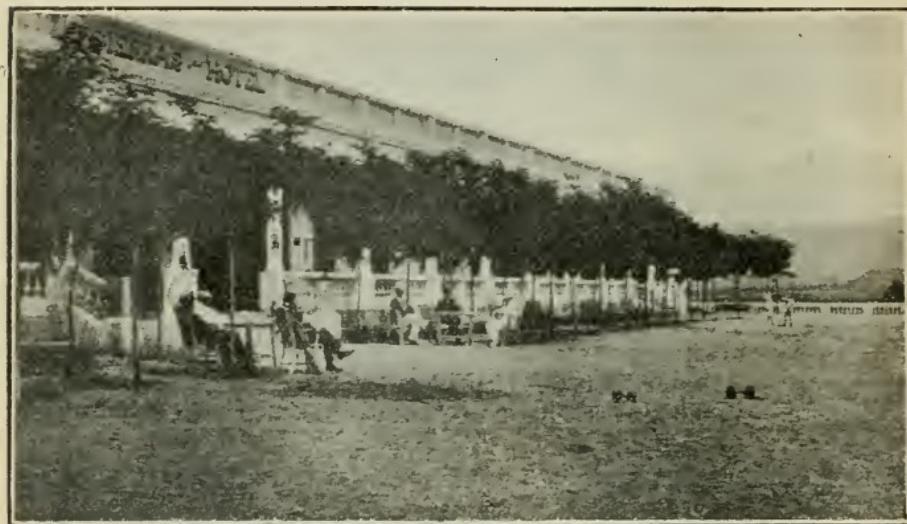
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Mendoza, Calle 9 de Julio, 1447.

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COPY OF LETTER FROM L. MABILLEAU

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BAEDEKER

OF THE

ARGENTINE REPUBLIC

BY

ALBERT B. MARTINEZ

**Including also parts of
Brazil, the Republic of Uruguay, Chili and Bolivia**

—*—

WITH MAPS AND PLANS OF THE ARGENTINE REPUBLIC, OF THE
TOWN OF BUENOS AIRES, OF MONTEVIDEO,
OF ROSARIO, OF THE RAILWAY LINES, AND NUMEROUS
ILLUSTRATIONS

4th. EDITION

BARCELONA
R. SOPENA, PRINTER
PROVENZA, 93, 95 AND 97
1914

*Who thinks of travelling
Must forget care.
Rise at dawn,
Not overburden himself.
Proceed at a steady pace,
And know how to listen.*

(French verse)

PREFACE TO THE 4th. EDITION

When, in the month of May, 1900, I published the first edition of this *Baedeker*, urged by high motives of national propaganda and advertisement, rather than by a selfish hope of personal profit, I was far from anticipating the extraordinary and rapid success that the work would meet with shortly afterwards.

Thirteen years have passed since that date, and already four editions of the *Baedeker of the Argentine Republic* have seen the light: the first, of 5,000 copies, the two following, of 10,000 each, and the present, of which 15,000 copies will be printed, 7,500 in French and 7,500 in English.

The *Baedeker of the Argentine Republic* has paid all its own expenses, without any official aid, and I can affirm without boasting that I have rendered a signal service to the country.

The different editions of this work circulate today in the principal towns in the world, giving exact and condensed information about the social, political, demographic, economic and industrial state of the Republic, and showing the prospects of work and prosperity which are offered to any enterprising man, and at the same time facilitating the transport of people into the interior of their own country.

The principal travelling agencies, such as the celebrated firm of Thos. Cook & Son, the Wagons-Lits, in Europe, numerous steamship companies, and the most important booksellers in the large European towns, have undertaken the sale of this book among their customers, which is a great service rendered to the Republic.

The present edition shows a notable improvement upon the preceding ones. Not only has the description of the old routes been completed, but new ones of great importance, which had been omitted from the previous editions, have been added. Besides, desiring that this book should in time become an international *Baedeker* for travellers in South America, I have added routes in Bolivia, Chili, Uruguay and Brazil.

In conclusion, I must present my thanks to all the persons

PREFACE

who have assisted in such a disinterested and efficacious manner in the compilation of this book. These persons are numbered by thousands, and it is for this reason that I abstain, to my great regret, from naming them. Let them all receive the expression of my sincere gratitude.

ALBERT B. MARTÍNEZ.

Buenos Aires, May 1913.

PREFACE TO THE 3rd. EDITION

The continuously growing and extraordinary success, almost unknown in the history of publishing, which the *Baedeker of the Argentine Republic* has had, a success shown by the fact that the 2nd. edition is on the point of being exhausted in the short space of two years; as well as all the reiterated representations which have been made to me from abroad as well as in this country, have decided me to publish another edition, in French, in order that it may cross the boundaries of the Spanish-speaking countries and circulate in those which use the language of Corneille and Racine, and among the educated classes of Europe and North America who understand this language; thus there will be brought to both an abundance of full and exact information of the state and progress of this country, which invites them to make its acquaintance.

Besides this innovation, which represents a great step forward, the present edition of the *Baedeker* contains another improvement not less important: it includes important sections on Brazil, Uruguay, Chili, and Bolivia, which will be augmented and completed in the course of time, as further editions of the book are published.

Thus it has happened that a work conceived and published from patriotic motives of disinterested national propaganda and as an intellectual pastime, rather than as a commercial enterprise, has, in the course of six years, assumed considerable proportions, owing to the favour of the public, which have enabled it to become an instructive work of an international character.

It is the first *Baedeker* or *Traveller's Handbook* to appear in South America, and this part of the work, if not more important to the traveller, is nevertheless important as regards bulk.

For a long time the peoples who compose the South American family have lived separated from one another, regarding one another with jealousy and mistrust, unless they were openly trying to destroy one another. But that was due, in several cases, to the great distances which separated them from one another, to the insufficient means of commu-

nication which were at their disposal for them to mix with one another and to know one another; and, in other cases, to political reasons originating in pretensions to military preponderance, or to questions over the boundaries of the country inherited from the mother-country.

The moment has now arrived, the greater part of the boundary questions having been settled, and the antagonisms and hatred having disappeared, to start a movement of sympathy and friendship which will one day yield as a result closer relations, both political and economic. For this it is necessary that the South American peoples should commence to know one another more intimately and to harmonize their interests.

The present book, giving exact information about the South American countries and indicating the routes to follow, the means of communication, the cost of travelling and the natural beauties and attractions which exist, contributes, in its humble way, to consolidate this work of South American friendship and confraternity.

As regards the Argentine Republic, the modifications in the itineraries are numerous, as well as the new routes which have been added; the amount of information on all points which is given to the tourist who wishes to travel across Argentina is so great, that this book appears, not as a new edition of a work already well known, but, one might almost say, as a book which is being published for the first time.

I should now like to fulfil a duty, that of sincerely thanking the persons who, in different ways, have lent me their help with this work. But how can this be done? To enumerate them would be an endless task. A Baedeker is like a mosaic, composed of thousands and thousands of little pieces, some large, other almost imperceptible, but all indispensable and equally valuable for constituting the whole, pieces brought, some directly by their authors, others indirectly by those who write descriptions, journeys, itineraries, artistic criticisms, or geographical and economic notes in the newspapers and reviews, without suspecting that someone is going carefully to collect them in order to form a book of them.

It being impossible to name them, I present to my anonymous collaborators the expression of my sincere gratitude.

ALBERT B. MARTÍNEZ.

Buenos Aires, June, 1907.

PREFACE TO THE 2nd. EDITION

Encouraged by the extraordinary success obtained by the first edition of the *Baedeker of the Argentine Republic*, which, as a literary pastime, and from disinterested motives of national propaganda, I first published four years ago, as well as to satisfy the repeated demands of several persons, I have decided to print this second edition, considerably augmented and illustrated with numerous illustrations and maps, plans of railways, towns, and official establishments in the Republic.

If, in all the European countries, even in those which pass through few transformations, it is necessary to revise their Baedekers, because experience shows that these get out of date in a short time, how much more is this necessary in a country like ours, subject to rapid development and surprising internal progress as much from the urban point of view, as from the industrial and commercial ones?

In the course of the journey which I have been obliged to make across the Argentine territory, to prepare this second edition, either as a result of what I saw, or from inquiries I made, I passed from surprise to surprise as I saw the marvellous and astounding manner in which the country was transforming itself, from its great capital down to the smallest hamlet; how regions, yesterday uncultivated and deserted, were being converted, as soon as the fertilising action of human labour, aided by the fiery breath of the locomotive, had made itself felt upon them, into rich and productive lands; and also as I saw what an immense degree of progress was still being attained by populous and prosperous localities, in which, one would have thought, changes would have operated more slowly.

For all these reasons, if the present edition of this *Baedeker* is compared with the first, it will be seen that a great modification has taken place, both in the old routes and in the new ones which have been added, so that it is a new book having little resemblance to the first.

In the preparation of this *Baedeker* I have profited by the materials offered me by the periodical press of this capital, the magazines, the official departments, and private individuals all over the Republic.

PREFACE

It is, therefore, more than the work of a single author, it is an anonymous work, or rather, a collective work, to which hundreds of authors have contributed without knowing that they were doing so.

I hope that these latter will excuse me from naming them, that would be a difficult task to accomplish.

I hope also that, when they see their work in this book they will not consider me a plagiarist, because one cannot be said to plagiarize lists and descriptions, but only literary phrases.

Now, in conclusion, I must add that I shall thank all who send me corrections, amplifications, or point out errors, to the Municipal Statistics Office, Avenida de Mayo, 525, in order to improve successive editions of this book, which is rather a work of utility and national propaganda than of personal profit.

ALBERT B. MARTÍNEZ.

Buenos Aires, March 15th., 1904.

PREFACE TO THE 1st. EDITION

The present *Baedeker* has been compiled with the intention of offering it as a respectful compliment to the President of the Republic of Brazil and to the distinguished personages who will accompany him on his intended visit to Buenos Aires, announced for the 29th. of the present May. Conceived and concluded in a short time, in the midst of absorbing official preoccupations, it has had to suffer, and it suffers, from faults and omissions which the author is the first to acknowledge, and which he will correct in the future, if the favour of the public permits him to issue a second edition. Works like a *Baedeker* are always being improved in the course of time, by a sort of chain of successive editions which permit errors to be corrected and descriptions enriched, while the whole keeps a perfect and logical harmony. The celebrated European *Baedeker* guides, which have today attained such a high degree of perfection, had also a modest origin. The same thing has happened in this country with the monumental Geographical Dictionary of Latzina, which has reached its third edition.

Nevertheless, in spite of its faults, I venture to hope that the first edition of the *Baedeker of the Argentine* will supply a want which has made itself felt in the Republic.

Journeys for commercial purposes, for health, for enjoyment or for rest, are growing more numerous among us every year, and have become a definite part of our national habits. The persons who cross the Argentine territory every year are reckoned in thousands, their journeys being made in all directions, either to reach the seaside resorts, or the mountains, in the dog-days, or to go to the thermal springs or warmer districts, in winter, or, finally, to enjoy the attractions or distractions which a great capital has to offer at the time when its social and artistic life are most active.

Besides this, the Argentine Republic, as much by reason of the rapid growth of its population and by the facility with which its inhabitants assimilate the progress realized by advanced European nations in arts, sciences and industries, as by the amount of material comfort and moral satisfaction which all travellers in the country receive, exercises every day a stronger attraction on men of business or

men of means of neighbouring countries, and has come to enjoy, although on a humbler scale, the same rôle which the capital of France fills in Europe.

Up to the present no book has been published in the Republic on the model of the *Baedeker* of Europe, which, besides describing the riches, natural and artistic beauties of the Republic, private and public buildings, and the principal industrial and farming establishments, might serve as a guide in order that natives of the country—who are always and everywhere very backward in knowing their own country, especially amongst us—as well as foreigners who visit us, either for business or for pleasure, may be able profitably, economically and without contretemps to travel over the vast stretches of Argentine territory.

It is therefore for the sake of utility and national propaganda, rather than in the expectation of personal profit, which cannot be obtained by means of books here, that I have prepared the *Baedeker* which I place in public circulation today.

But before concluding these lines, I must fulfil an agreeable duty in expressing my profoundest gratitude to the persons who have lent me their valuable aid. I must mention, before all, Dr. Francis Latzina, who has permitted me to extract from his remarkable Dictionary the articles on the climate, the orohydrography, and several descriptions which figure in the Guide; then Mr. Celso Elizalde, for his very complete description of the provinces of Tucumán, Salta and Jujuy; the distinguished art critic, Mr. Eduardo Schiaffino, for the interesting visit to the Fine Arts Museum, of which he is Director; Mr. Charles Doynel, the engineer, for his description of the Protestant churches of Buenos Aires; Messrs. Angel Menchaca and M. Bernárdez, for the inspired works on Argentine journalism and the Northern Cemetery which they have written, respectively; Messrs. John Sarhy and Henry Carmona, for the descriptions of the Health Department and the port of the Capital, to which each one contributed; Mr. John Joseph Lanusse, for the description of the Misiones Territory and its cataracts. I must also thank the National Minister of Public Works, who has permitted me to make a special edition, at my own expense, of the map of the railways which he had drawn up, and which appears in the guide, and, at the same time, the higher staff of the Administration of Interior Taxes, for the precise information with which they have favoured me. And finally, I owe a debt of gratitude to all the numerous persons who, in different ways, have helped me with this work, and whose names I do not mention in order not to make an interminable enumeration.

All the same, I must perform a duty of literary honesty

in declaring that the historical review of the Republic has been taken from the work of Ricardo Napp, up to the date 1874, and completed by me up to the present time; that I have extracted the history of Buenos Aires from the interesting chronicle which the distinguished historian Mariano A. Pelliza wrote for the census of 1887; that I have taken, from the work of Dr. Eliseo Canton, the description and notice of the thermal springs, and from the work, unfortunately unfinished, of Mr. Joseph M. Drago, information about the farming establishments.

I will conclude by saying that in making the criticisms contained in this book I have been actuated by a most rigorous impartiality. I beg that tourists will render me the service of pointing out errors or omissions which they may notice, and I ask hotel-keepers, proprietors of business houses, etc., not to have any faith in persons who mention the name of this book in order to obtain specially favourable terms. Communications may be addressed to the publisher, J. Peuser, San Martín y Cangallo, Buenos Aires.

ALBERT B. MARTÍNEZ.

May, 1900.

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INTRODUCTION

I.— Coinage.— Travelling expenses.— Passports and Customs.— Language.— Time.

Coinage.—The monetary unit of the Argentine Republic is the gold *peso* of 1·6129 ten-thousandths of a gram, of the standard of 900 thousandths of fine gold, or the silver *peso* of 25 grams, of the standard of 900 thousandths of fine silver (Law of November 5th., 1881). The gold pieces which are coined are: the *argentino*, of the value of 5 pesos, weighing exactly 8·0645 grams, with 2/1000 tolerance, more or less, and 22 millimetres in diameter; the *half-argentino*, which is worth 2 $\frac{1}{2}$ pesos, has an exact weight of 4·0322 grams, a tolerance of 2/1000, and 19 millimetres in diameter. The silver pieces coined are of: 1 peso and 50, 20, 10 and 5 *centavos*. Besides these there are minted also pieces in nickel of a value of 20, 10, and 5 centavos.

But, although the coined peso is the legal monetary unit of the Republic, in practice it is merely nominal, owing to the fact that the country has lived, and still lives, with very rare and brief intervals, under the regime of the legal circulation of paper money, which is the recognized tender for payments which have not been contracted in for a special money.

The last law of non-conversion was promulgated in January, 1885; and, since then the depreciations which the paper peso has suffered have been enormous and violent. It will suffice to recall that there have been days (October, 1891) when its market value fell to \$ 0·21 gold (which represents a depreciation of 464%) instead of the 100 centavos gold which it represented originally.

In order to avoid the inconveniences which were produced by the violent variations of the paper peso in relation to the gold one, as well as to be able to realize the conversion of paper money, a law of 1899 applied important resources for the purpose of rendering the latter effective in the near future, and fixed as a definite standard for conversion that of 44 centavos gold for each paper peso, that is to say a paper peso is worth 2·20 fr. (1 s. 10 d.).

After this law the operations on the exchanges to which the value of the paper peso had been subject ceased; and since this time the value has remained firm and level at the standard fixed by the law of conversion.

For the purpose of exercising the faculty which the National Conversion Bank possesses to exchange gold for paper, or vice versa, for those who wish to change, at the rate at which the conversion ought to be effected, the Conversion Bank has today (January 1st., 1913) 1,115,000,000 francs (£ 44,600,000) in its coffers.

Besides this, the same law decided to form a conversion fund, in order to be able, sooner or later, to make an effective conversion. This fund reaches at the present moment (January 1st., 1913) 150,000,000 francs, and it will increase in great proportion if, as there is reason to hope, the public administration applies itself to carrying out the law.

The paper money is composed of notes of the value of \$ 1, 2, 5, 10, 20, 50, 100, 200, 500, and 1,000. These notes circulate throughout the Republic, and are received for the legal value they represent.

According to the last balance, of January 1st., 1913, the circulation of these notes reaches \$ 800,000,000, paper.

Foreign coins which circulate in the country have the following legal value, fixed by a decree dated December 2nd., 1881, with respect to the unit established in the monetary law.

Gold coins.—The Peruvian coin of 5 soles, of 8·0645 grams and of the standard of 9/10, \$ 5.—The Spanish coin of 25 pesetas, of the same weight and standard, \$ 5.—The Spanish-American onza, with 27 grams and a standard of 875/1000, \$ 16·275.—The Brazilian coin of 20,000 reis, with 17·926 grams, and of the standard of 9/10 1/4, \$ 11·320.—The United States eagle, with 16·711 grams and of the standard of 9/10, \$ 10·364.—The Chilian condor, 15·253 grams and of the standard of 9/10, \$ 9·455.—The Spanish doblon (*alfonso*), of 8·336 grams and of the standard of 9/10, \$ 5·166.—The English sovereign, with 7·980 grams and of the standard of 916 2/3, \$ 5·040.—The French coin of 20 francs, with 6·541 grams and of the standard of 9/10, \$ 4.

Silver coins.—The Chilian, Peruvian and Bolivian pesos, with 25 grams and of the standard of 9/10 are worth \$ 0·84.—The Bolivian peso with 20 grams and of the standard of 9/10, \$ 0·67.

The Mint (at the corner of Calle Defensa and Calle Mexico) is an establishment which ought to be visited. Since 1881 up to the present date there have been struck there \$ 31,722,623 in gold pieces, and \$ 2,805,939·60 in silver pie-

ces. The nickel money in circulation on November 1st., 1912, consisted of 36,295,352 pieces of 5 centavos; 50,316,577 pieces of 10 centavos; and 27,906,465 pieces of 20 centavos; while of bronze there were 12,928,336 pieces of 1 centavo, and 37,671,012 of 2 centavos.

The Mint also prints the postage stamps, stamped paper, Customs receipts, land tax receipts, and bank notes. The number of these latter, which were first issued in 1899, was in November, 1912, 229,235,283 notes, of a value of pesos 3,268,161,180, of which the greater part has served for the maintenance of those already in circulation.

Travelling expenses.—The chapter corresponding to each province or locality affords the information necessary for each traveller to calculate approximately how much his expenses will amount to, for, the Argentine territory being so large, and the degree of progress at which each region has arrived being so different, the cost of living perforce differs and in consequence it is impossible to give any fixed rule.

However, fares remain relatively unaltered, and it is possible to estimate travelling expenses fairly closely.

These may be estimated at 50 francs (£ 2) per day.

Nevertheless the traveller would do well not to embark upon a voyage without taking a sum exceeding this average.

Passports.—There is no need for them, as the Constitution allows one to enter, leave and circulate freely upon Argentine territory; but as a matter of precaution it would be advisable for the traveller to carry identification papers with him, in case the need for them—rare, but not impossible—should arise.

Customs.—The usual ports of entry of over-sea ships are the capital (Buenos Aires), La Plata, Rosario, and Bahía Blanca, where there are the necessary customs authorities.

The Custom-House officials are very courteous and tolerant over the inspection of luggage, but the traveller will do well not to entrust to anyone, above all to a company, the duty of being present at this operation.

The excise laws forbid the introduction among personal luggage of certain goods, such as commercial articles and others, subject to excise duty, and if the traveller has any of these he must declare them to the captain of his steamer before entering the port, in order that they may appear on the manifest of the boat, or else declare them to the Custom House official before the latter examines his luggage.

It is only permitted to introduce free of duty the effects or clothing in the personal use of the traveller.

Local tolls and taxes on consumption.—Fortunately none of these exist in the whole of the Republic.

Language.—In Buenos Aires, a centre thoroughly cosmopolitan, as is shown by the composition of its population, nearly every language is spoken, and it is very easy to make oneself understood with English, French or Italian. In the remainder of the country the traveller may be certain that if he speaks French he will, in the urban districts, be able to overcome all difficulties which may present themselves, and to obtain any information he may desire.

Time.—All the railway companies in the Republic employ the time of the meridian of Córdoba, adopted officially by the government of the nation.

The difference between the meridians of Córdoba and Greenwich is as follows; 4 hours 16' and 45" later than at Greenwich.

Thus, when it is midday at Buenos Aires it is 3 hours 52' 51" p. m. at London; 4 hours 2' 46" at Paris, 4 hours 47' at Berlin, 4 hours 43' 20" at Rome, and 3 hours 38' 42" at Madrid.

Seasons.—The Argentine Republic, situated in the Western Hemisphere, embraces a superficial area of 2,885,620 square kilometres, and extends over about 34 degrees of latitude; viz., from the 22nd. degree to the 56th., two degrees, more or less, to the north of the Tropic of Capricorn, and more or less 10 degrees from the north of the Antarctic Polar Circle.

On account of its great extent the Republic lies in the torrid, temperate and frigid zones. The southern extremity penetrates into the antarctic regions, while in the north perpetual summer reigns, yet without reeling at the excessive heat of tropical countries. In the centre of the country the climate corresponds to that of Southern Europe, and is in consequence the most agreeable that one could wish.

However, it is subject to many variations, on account of the altitude of each province, of the marked influence of certain winds, and also of the proximity of the Atlantic, the great fluvial arteries, and the Andes.

In consequence of the vastness of the Argentine territory and of the different climatic zones which it occupies, it is impossible to indicate any particular season for visiting it: but if one wishes to know the principal towns, and principally Buenos Aires, one ought to choose the period from May to October, which includes a part of Autumn, Winter, and a part of Spring, when the social and artistic life of the country is in full swing.

During the hot months (November to April) people emigrate to the sea-side, the mountains, and the country houses («Quintas», or «Estancias»); and this emigration is effected by all the rich families of the towns, and particularly those of Buenos Aires. It is for this reason that the towns lose the animation which they possess during the other months.

II.—Steamers.

The following are the most important steamship lines which provide a service from Europe to the Argentine Republic, as well as from Buenos Aires to Rio de Janeiro and ports in Patagonia and Tierra del Fuego.

I.—The *Royal Mail Steam Packet Co.*—Agency, Calle Reconquista, 264.—Line between Buenos Aires, Brazil, Lisbon, Vigo, Cherbourg, and Southampton.

Other steamers of this line start from Montevideo for Brazil, Las Palmas, Lisbon, Leixoes, Vigo, Coruña, La Pallice, La Rochelle and Liverpool.

Steamers: *Aragon*, *Arlanza*, *Araguaya*, *Asturias*, *Van Dyck*, *Avon*, *Vauban* and *Danube*.

This company possesses a line of steamers which provides a service between Buenos Aires and New York, with transhipment to Rio de Janeiro.

Besides this it has mail boats for the Pacific, touching at Port Madryn, Port Stanley, Punta Arenas, Coronel, Talcahuano, Valparaiso, Corral, Ancud, Calbuco, Port Montt, Coquimbo, Caldera, Chañaral, Antofagasta, Iquique, Arica, Mollendo, Callao and Panamá.

The company also issues tickets from Buenos Aires to Montevideo and Santos by steamer from Santos to Sao Paulo and Rio de Janeiro «by the most picturesque railway in the world», and return to Buenos Aires by steamer—or vice versa, at the price of £ 15, or \$ 75 gold, 1st. class.

II.—The *Pinillos Co.*—Spanish mail steamers.—Regular departures every 20 days.—Agents: Gonzalo Saens & Co., Calle Maipú, 33.—Tickets for Cádiz, Málaga, Almería, Valencia, Barcelona, Vigo, and Coruña, with transhipment at Cádiz on the steamer *Betis*, of the same company.

III.—The *Cie. Sud Atlantique*.—Successor of the Messageries Maritimes. Agent: L. Grandval and H. Desplanques, Calle Reconquista, 433.

Two services every fifteen days between Bordeaux and

Buenos Aires, one a mail service by express boats, and the other commercial, by mixed boats, for passengers and merchandise.

By the great transatlantic liners *Lutecia*, *Gallia*, *Dirona*, *Samara*, *Lieger* and *Burdigala*. Rapid voyages in 13 or 14 days.

IV.—*Lamport and Holt Line*.—Direct sailings to New York.—Agents: T. S. Boadle & Co., Calle Bartolomé Mitre, 478.

Mail boats carrying first class passengers to Buenos Aires, Montevideo, Santos, Rio de Janeiro, Bahía, Trinidad, Barbadoes and New York.

Large and luxurious steamers fitted with every modern convenience.—23 to 25 days' voyage from the Rio de la Plata to New York. Fare equal to that of the leading hotels. In certain steamers there is an electrical machine for washing and ironing linen, hairdressing saloon, wireless telegraphy, etc.

V.—The *American Line River Plate*.—Regular service between United States ports and the Rio de la Plata.—Agents: Joseph Chadwick & Son, Calle Alsina, 317.

VI.—The *Prince Line*.—Steamers for Santos, Rio de Janeiro, and New Orleans.—Agents: Christopherson Brothers, Calle Cangallo, 433.

VII.—The *Nelson Steam Navigation Co., Ltd.*.—Agents: Nelson & Wythes, Calle Cangallo, 309.—Direct sailings between Buenos Aires and London with new, fast and luxurious steamers. Touching at Rio de Janeiro and Cherbourg. Wireless telegraphy. Weekly service to and from London.

VIII.—The *Royal Dutch Lloyd*.—General Agent: W. Allinson Bell, Calle Reconquista, 240.—Steamers to Santos, Rio de Janeiro, Lisbon, Vigo, Coruña, Boulogne, Dover and Amsterdam.—Twin-screw mail steamers.

Principal steamers: *Zeelandia*, *Hollandia* and *Frisia*.

In construction: *Gebria* and *Tubantia*, of 14,300 tons each and 17 knots.

IX.—The *Spanish Transatlantic Co.*.—Agents: A. López & Co., Calle Alsina, 756.

Rapid service to Europe. Direct line between Barcelona and Buenos Aires.

The principal steamers of this Co. are: *Alfonso XII* (12,000 tons), *Alfonso XIII*, *Reina Victoria Eugenia* and *Infanta Isabel de Borbón* (these two ships are the only ones

in the South American service possessing four screws and turbines), *Antonio López*, *Manuel Calvo*, *Reina María Cristina* and *P. de Satrústegui*.

It has also in construction, two steamers of 15,400 tons each, possessing four screws and turbine engines.

These steamers are provided with all the latest improvements for the comfort of the voyager, and unite speed with the greatest comfort.

They are fitted with wireless telegraphy.

X.—The *North German Lloyd*.—Bremen Company.—Between Buenos Aires, Vigo, Villagarcía and Coruña.

Agency: Calle Reconquista, 297, corner of Calle Sarmiento.—There is wireless telegraphy on board all the passenger boats.

XI.—The *Hamburg South American* and *Hamburg American Lines*.—Agents: A. M. Delfino & Brother, Calle Sarmiento, 448.

Line to Montevideo, Santos, Rio de Janeiro, Lisbon, Vigo, Southampton, Boulogne, and Hamburg.

Rapid and luxurious vessels: *König Wilhelm II*, *Cape Vilano*, *Cape Finisterre*, *Blucher*, *Cape Areona*, *König Friedrich August*, *Cape Ortegal*, *Cape Blanco*.

These steamers offer every possible comfort to passengers.

XII.—The *Austro-American Co.*.—Joint stock shipping company.—Agents: Christopherson Brothers, Calle San Martín, 470.

Line to Barcelona, Naples and Trieste; 12 $\frac{1}{2}$ days' crossing.

Steamers: *Kaiser Franz Josef I*.—This is the most rapid transatlantic steamer touching at Buenos Aires.

Fare for the crossing:

For Barcelona, 1st. class, \$ 189 gold; 2nd. class, \$ 99 gold.

For Naples or Trieste, 1st. class, \$ 193 gold; 2nd. class, \$ 103·50 gold.

Martha Washington, *Laura* and *Alice*, *Argentina* and *Oceania*, *Sofia Holmberg*, *Francesca*, *Columbia* and *Atlanta*.

XIII.—The *Lloyd Sabaudo*.—Agent: C. Lavarello, Calle Florida, 160.—To Barcelona and Genoa, touching at Santos.

Steamers: *Tomaso di Savoia* and *Principe di Udine*.

XIV.—The *Italian Lloyd*.—General agency: Calle Corrientes, 327.

Steamers: *Principessa Mafalda*, *Taormina*, *Mendoza*, *Córdoba*, *Indiana* and *Luisiana*.

This company issues tickets to Paris via Barcelona; the voyage occupying 15 days, in connection with the French and Spanish railways.

The agency undertakes to see luggage through to Paris, without any trouble to the passenger, or delay in the service.

XV.—*La Veloce*, the *Navigazione Generale Italiana*, and the *Italia*.—Agents: A. M. Delfino and Brother, Calle Sarmiento, 488.

Steamers: *Savoia*, *Re Vittorio*, *Siena*, *Italia*, *Ravenna*, *Regina Elena*, *Umbria*, *Bologna*, *Argentina*, *Principe Umberto* and *Duca degli Abruzzi*.

These vessels touch at Montevideo, Santos, Rio de Janeiro, Dakar, Las Palmas, Almeria, Barcelona, Naples and Genoa.

III. — Railways.

On January 1st., 1913, the Argentine Republic possessed 31,277 kilometres of railway in use, among which 19,554 were wide gauge, 9,354 narrow gauge, and 2,309 middle gauge. Besides this network of railroads, it possessed 505 kilometres of light railways and steam tramways, which gives a total, on this same date of January 1st., 1913, of 31,780 kilometres of line in use.

In order to give an exact idea of the absolute and relative importance of this system, we will compare these statistics with those furnished by a few South American and European nations. And, in order that the comparison may be as exact as possible, we shall take as a base, not the last figures of the Argentine Republic, but those referring to the railway system which existed at the end of 1909.

The comparison is based on the superficial area and the number of inhabitants of each state.

Length of railroads in the Argentine Republic, compared with those of other nations.

COUNTRY	Area — Square kilometres	Total number of inhabitants	Length of railway in use (in kilometres)	KILOMETRES OF RAILWAY	
				Per square myriametre	Per 10,000 inhabitants
Argentine Republic.....	2,806,400	7,553,900	31,277 (end of 1912)	1·11	37·06
Brazil.....	8,528,218	14,400,000	20,917 (1910)	0·24	1·33
Uruguay.....	186,926	978,048	2,328	1·25	19·87
Chili.....	757,366	3,205,992	5,295	0·70	1·46
Peru.....	1,769,804	4,559,550	2,367	0·13	4·19
Mexico.....	1,987,201	13,607,259	16,865	0·84	12·40
Venezuela.....	942,300	2,590,981	1,020	0·11	3·25
Bolivia.....	1,226,600	1,734,000	1,129	0·09	6·51
Colombia.....	1,135,550	4,501,000	754	0·06	1·46
United-States.....	9,420,670	81,752,000	334,100	3·54	40·86
France.....	536,464	38,961,945	48,579	8·58	11·80
Italy.....	286,682	33,476,117	16,799	5·65	4·84
Spain.....	504,554	18,607,674	14,956	2·75	7·44
Belgium.....	29,456	7,074,910	8,278	15·75	6·46
England.....	314,339	43,740,000	37,475	11·60	832
Germany.....	540,743	56,367,178	60,089	11·20	9·98
Austria-Hungary.....	625,518	45,405,267	43,717	6·70	9·20

These statistics show that, compared with the American states—leaving on one side the United States, whose colossal progress in railway material has put them far ahead of all the other nations of the earth—Argentina occupies the first place from the point of view of its railroads. It surpasses Mexico (16,144 kilometres) and Brazil (20,917 kilometres), which two American states, though the richest and most populous, possess a less extended railway system. And if in the same way Argentina is compared with France, Italy, Spain, Belgium, Germany, and Austria-Hungary, one sees that it occupies the fifth position.

With the exception of the state lines, the total length of which is 4,020 kilometres, all the others belong to private companies, of which almost all are English. The capital invested in the construction of the 31,277 kilometres of line in use on January 1st., 1913, amounts to 1,120,210,000 pesos, gold. In 1912 these railways gave a return of 119,333,796 pesos. As the working expenses amounted to 75,680,837 pesos, gold, there was a profit of 43,652,959 pesos, gold, which represents 3·90 % of the capital employed.

Of all the railway companies, the *Southern Railway* is that which possesses the greatest length of line in use (5,759 kilometres), while the next is the *Central Argentine Railway Co.*, with 4,875 kilometres, and afterwards the *Western Railway* (2,865 kilometres), and the *Buenos Aires and Pacific Railway* with 2,442 kilometres.

In 1912 the railways of the Republic carried 68 million persons and 33 $\frac{1}{2}$ million tons of merchandize. (For fuller details see *General plan of Railways*, which accompanies this work.)

The rolling-stock of these different companies was composed, on January 1st., 1913, of 3,381 locomotives, 3,143 coaches, and 78,497 goods wagons and vans.

During 1912 the sum of 126 million francs (£ 5,000,000) was paid in wages and salaries to railway employés.

Wagons.—The Argentine railways do not possess a special type of wagons peculiar to themselves; the different companies have adopted the model in use in other countries. Thus, they have relatively small coaches, divided into compartments able to contain 6 or 8 persons each, and also large coaches (similar to trams, but larger) containing 60 or 70 places, with doors at each end. For the long journeys, when it is necessary to pass the night on the train, luxurious and comfortable sleeping coaches are used, with numerous cubicles, which contain 2, 4, or 6 beds and are lighted by electricity, and provided with elegant wash-stands, a W. C., and a long corridor into which the compartments open.

In some cases the large wagons are transformed for the night into comfortable bed-rooms, containing a considerable number of beds.

The rolling-stock of the Argentine railways is in no way inferior to the European and American ones; it has been manufactured entirely in British or United States workshops.

In order to give a clear idea of the ample and luxurious rolling-stock at

the disposal of the Argentine railways, it will suffice to state that one single company, that of the Southern Railway, placed one night—that of Easter Sunday, 1911—at the disposal of travellers leaving Buenos Aires for the sea-side station of Mar del Plata, 2,070 commodious beds in luxurious compartments.

During recent years the **Southern Railway** and the **Central Argentine Railway** have added luxurious Pullman saloons and restaurant cars to their trains on the lines from Buenos Aires to Mar del Plata and from Buenos Aires to Rosario respectively.

The most striking peculiarity which the Argentine railways present consists of the lack of heating apparatus in coaches during long journeys made in winter over country where the thermometer falls considerably at times, and where the boisterous winds increase the cold; but it is to be hoped that these inconveniences will disappear in a while, and that the railways will possess that element of comfort which exists on all the European railways.

Our railways also lack Pullman Vestibule Cars, or wagons furnished with galleries from which one can view the scenery. But this deficiency is excusable if one takes into account that these coaches are only seen in the United States on the line from New York to Chicago, named the «Pennsylvania Limited Train».

But our want of observation cars is explained by the lack of picturesque scenery in the immense and monotonous Argentine country. On a few lines only would the cars be useful: on the North Argentine lines (ex Córdoba North-west), for example, or on the Transandine. Some companies, such as the Southern Railway, let commodious and luxurious cars to persons who wish to travel under special conditions on the Argentine railways.

One may smoke only in the carriages specially reserved for smokers; these carriages bear the inscription: «Se permite fumar» (Smoking allowed.) In the sleeping cars the lower berth is preferable to the upper one, and when the latter is not occupied one can have it taken down by the attendant. In the ordinary trains there is generally a sleeping car reserved for ladies. On the great lines the trains are furnished with a restaurant car in which a repast (without wine) costs \$ 2 (wine \$ 1 the half-bottle). It is customary to tip the attendant who prepares the compartment and remains on guard during the night.

Tickets.—There does not yet exist in the Republic a company or agency which sells circular tickets, available for a certain time and over different railways, and the latter have not yet come to an agreement as regards issuing them.

But it will come about, we hope, and shortly, because the extent of the territory and the progress of the railways demand it. Something of this sort has already been done, as the well-known firm of Thos. Cook and Son, which has contributed so much to facilitate journeys on the European Continent, has established a branch in Buenos Aires (calle Florida 740), and proposes, not only to fulfil its mission in the Argentine Republic, but in the whole of South America.

Besides this, several railway companies already issue tickets for a period, usually of five months, to visit the different parts of the Republic. Thus, the Southern Railway issues tickets for Mar del Plata, available from December to April. The same company also issues them for a visit to the Sierras de la Ventana Hotel, in the South of the province of Buenos Aires, with the right to remain at the hotel for a certain time. The Central Argentine Railway issues tickets on the same conditions to reside at the Sierras-Hotel, at Alta Gracia (Córdoba).

The Buenos Aires and Pacific Railway issues some giving the right to stay at the Puente del Inca Hotel, situated in the Cordillera of the Andes, province of Mendoza.

Furthermore, the Express Villalonga (calle Balcarce 236), and the Express La Confianza (calle Sarmiento, 308), issue tickets from Buenos Aires to Santiago de Chile and Valparaíso (1,444 km.), over different railways.

As for circular tickets, as employed in Europe, we have none yet. As is known, these tickets are issued for a trip, for example, from Buenos Aires

to any point in the interior, stops being allowed en route, and returning by the same road or by another to the original starting-place. In Europe there exist also kilometric tickets, which are wanting here. With these tickets one can go a distance of 2,000 kilometres, for example, wherever one wishes, and for a period of one, two, or three months, according to arrangement. These tickets are subdivided into pieces, each one franking the traveller over 5 or 10 kilometres, which the employees of the line detach in proportion to the distance travelled. Distances less than $2\frac{1}{2}$ kilometres do not count, but those greater count as 5. A considerable reduction, which increases in proportion to the distance, makes this system a favourite one, as, like that of the circular tickets, it gives great advantages to the traveller, at the same time increasing the circulation on the railway.

Some companies have an office in the centre of the town for the issue of single tickets and sleeping car tickets. It is always better to obtain one's sleeping car ticket in advance. The National Transport Company and the Express La Confianza also issue railway tickets. The following is a list of offices in the centre of the town: Southern Railway, calle Cangallo, 568; West of Buenos Aires Railway, calle Cangallo, 552; Central Argentine, calle Bartolomé Mitre, corner of calle 25 de Mayo; Buenos Aires and Pacific, calle Florida, 753; Central Córdoba, calle Cangallo, 499, and in the Central Railway Office, calle Cangallo, 483.

Usually a train's departure is announced by the guard blowing his whistle, and directly afterwards the engine replies with a stronger whistle and the train starts.

The names of the stations are written in visible positions in large letters on a sheet of enamelled iron. With the exception of the express trains, which are run on only a few lines, the rails of which are canted, the speed of the remainder is moderate, and varies between 40 and 50 kilometres an hour.

There are several different railway guides or time-tables, but the best are those of the firms of Kraft or Jacob Peuser. These railway guides, of small size, are very well composed and cost only \$ 0·10. The companies also distribute gratis copies of their time-table, very well printed.

Abbreviations.—The majority of the Argentine railways are designated by the initial letters of their names, as follows:

- F. C. A. E.—State Railway.
- F. C. A. N. S. C.—North Argentine Railway (Section C.).
- F. C. A. N. S. R.—North Argentine Railway (Section R.).
- F. C. B. A. P.—Buenos Aires and Pacific Railway.
- F. C. C. A.—Central Argentine Railway.
- F. C. C. C.—Central Córdoba Railway.
- F. C. C. N.—North Central Railway.
- F. C. C. E. and P. E. R.—Entre Ríos Railway.
- F. C. G. O. A.—Great Western Argentine Railway.
- F. C. S. S. F. and C.—Southern Santa Fe and Córdoba Railway.
- F. C. N. E. A.—North-Eastern Argentine Railway.
- F. C. N. O. A.—North-Western Argentine Railway.
- F. C. O.—Western of Buenos Aires Railway.
- F. C. O. S. F.—Western of Santa Fe Railway.
- F. C. P. S. F.—Santa Fe Provincial Railway.
- F. C. S.—Southern Railway.

Luggage.—On the Argentine railways travellers may carry free of charge 50 kilos of luggage. The companies are very tolerant in the matter of excess of weight, when this is not excessive, and specially at times when the amount of luggage is not an inconvenience. There are several forwarding agents, among which the best known are the Express Villalonga and La Confianza, which will collect the luggage at one's domicile, take it to the railway station, and afterwards take it to its destination, charging a moderate commission. If the traveller does not wish to avail himself of this method, he can take his luggage himself, and get it registered at the offices which exist for this purpose at all stations; there, after they have been weighed, he is given a receipt, with which he can claim them on arrival at the destina-

tion after having paid according to the tariff. The principal hotels have also special employés, for either registering or withdrawing their customers' luggage. It is always advisable for the traveller to see that his luggage is conveyed by the train by which he travels.

This service is organized with such regularity in some companies (that of the Southern Railway, for example), that on issuing the ticket, if the traveller wishes, they will advise the National Transport Company (Villalonga), in order that the latter may fetch the luggage at the time fixed, and convey it to its destination, giving him a receipt to that effect.

Steamers.—There are several lines of steamers, of which the most important is that of Nicolas Mihanovich (corner of Calles 25 de Mayo and Cangallo), for service on the seas and rivers of the Republic. The vessels of this company offer comfort and luxury which are equal to anything in Europe, and the fares are not excessive. Those which ply between Buenos Aires and Montevideo, and those on the rivers of the interior particularly merit attention. Those of the southern seas touch at the following ports: San Antonio (West), Madryn, Camarones, Comodoro Rivadavia, Deseado, San Julián, Santa Cruz and Río Gallegos.

The Hamburg-South American Company (Hamburg Sud-amerikanische) has also apportioned some of its good boats to services in the Southern seas, going to Tierra del Fuego, at the Southern extremity of the continent.

These steamers touch at Montevideo, Bahía Blanca, San Blas, San Antonio (West), Arroyo Verde, San José, Pirámides, Madryn, Rawson, Cabo Raso, Camarones, Visser, Comodoro Rivadavia, Mazaredo, Cabo Blanco, Deseado, Seabear Bay, San Julián, Santa Cruz, Gallegos, Punta Arenas, Laptasia, Ushuaia, Almanza, Brown and Harherton.

Diligences.—The diligences which formerly served for internal traffic have made way for the railways, which, in all parts, are invading and conquering the desert. Today it is necessary to go very far—across the Pampas—to find diligences, and they serve to connect two points situated on different lines.

IV.—Hotels and Restaurants.

In the Argentine Republic the best hotels are to be found in Buenos Aires; and in this matter progress which is worth notice has been realized. Good hotels exist, furnished in the European style with all the conveniences usual to such establishments.

Outside Buenos Aires, first-class hotels will be met with at Mar del Plata, the chief seaside resort in South America,

at Rosario de Santa Fe, at Bahía Blanca, among the mountains of the province of Buenos Aires (Sierras de la Ventana Hotel), in the town of Tucumán (Savoy Hotel), in the Cordillera of the Andes (Puente del Inca Hotel), and in the Sierras of Córdoba, in the places called La Falda, Alta Gracia and Ascochinga. In the remainder of the country, where everything is new and in a state of development, the hotel accommodation often leaves much to be desired.

The price of hotels depends upon the style that one chooses, but it may be said that they vary from \$ 7 to \$ 20 per day.

V.—Plan of a Journey.

The planning of a journey through the Republic naturally depends upon what one wishes to see and the time one has at one's disposal. It is obvious that in a limited period one can visit only a part of such a vast country; nevertheless, the distances are today considerably reduced by the comfortable organization of the railways for night journeys. The following are the principal curiosities which one must not miss visiting unless it is unavoidable, if the season happens to be autumn or winter, (March 21st. to September 21st.), and the traveller is not afraid to face real inconveniences—for it is a case of a route recently opened to the curiosity of tourists—first an excursion to the cataracts of the Iguazu, crossing the territory of Misiones, where the vegetation is luxuriant, and also a trip to the thermal baths of Rosario de la Frontera, passing through Tucumán, the garden of the Republic, to push on as far as Jujuy and the northern limit of the territory. If the season is summer (December 21st. to March 21st.) one can visit the thermal baths of Cacheuta and of the Puente del Inca right among the Cordillera of the Andes, and cross the latter, or make an excursion among the mountains of Córdoba, called with reason the «Switzerland of Argentina», to the Capilla del Monte, by the North Argentine Railway, crossing the beautiful region in which is the «Dique San Roque».

One can also go to Mar del Plata, the queen of watering places in Argentina and in Southern America, where the traveller will find, besides every comfort, a numerous and distinguished society. If the journey takes place in autumn, the Sierras de la Ventana Hotel, situated in the South of the province of Buenos Aires, in the sierras of the same name,

MAP OF THE ARGENTINE REPUBLIC AND THE NEIGHBOURING COUNTRIES



may also be the object of an excursion. One may also visit the Alta Gracia Hotel, situated in the midst of the mountains. Equally interesting would be an excursion to Bahía Blanca, which is the great military port of the Republic, provided with two large dry docks for vessels of the national navy; and if circumstances permitted one could continue the excursion to the Río Negro and to the Neuquén by the Southern Railway.

If the traveller is fond of excursions, and has no fear of and is accustomed to meeting difficulties, he can make the journey which a young Argentinian, Aaron Anchorena, undertook in 1902, in the southern part of the Republic, and which is described in a book which he has published under the title of *Graphic Description of Patagonia and the Valleys of the Andes*.

But above all, what the traveller, whatever may be his social position and turn of mind, must not forget, is to visit a large «estancia», (agricultural-pastoral establishment), for example: «San Jacinto», the estate of Mr. Alvear; «San Juan», of Pereyra; «Chapdal Malal», of Martínez de Hoz; «Fontezuelas», or «Las Palmas», of Urquiza; the establishment founded at Santa Elena (Entre Ríos) and at San Javier (Santa Fe) by the well-known produce firm «Kemmerich»; and several other establishments which will show him this original and interesting side of Argentine life. The observant traveller, who wishes to see with his own eyes the principal causes of the prosperity of Argentina, must also visit the Central Produce Market of the Country (Mercado Central de Frutos) where at shearing-time (November to May) the greatest quantity of wool is gathered that has yet been brought together in the world.

Another interesting and instructive sight which one ought to see is the work of a meat-freezing establishment on a day when a large number of animals is slaughtered; and on this subject we venture to invite the tourist to see the Frigorífico La Negra, La Blanca, or the Argentine Frigorífico, the three situated near the Riachuelo.

Nor would one lose one's time in going over a large agricultural establishment at the time of the wheat harvest and threshing (December to January); one can there see mountains of cereals formed by more than 60,000 sacks, or unbroken stretches of lucern, which sometimes reach 20,000 hectares, belonging to a single tenant.

Whatever may be the direction in which the traveller directs his steps, he will have to provide himself with a large supply of patience in order to stand the bad hotels and other inconveniences; and above all he must not make comparisons, either with any European country, or with

the United States, for he must always remember that in Argentina everything is in course of formation.

VI.—Postal and Telegraph Service.

The postal services in the Argentine Republic are the following: 1st., that for ordinary letters, of a weight not exceeding 15 grams, for which the postage is 5 centavos; 2nd., that for postcards, for which the postage is 2 or 4 centavos, according to whether they are sent as samples or as cards; 3rd., that for newspapers, paying $\frac{1}{2}$ centavo per 50 grams or less; 4th., that for other printed matter, paying 2 centavos per 100 grams or less; 5th., that for registered letters, paying 12 centavos in addition to the ordinary postal charges. For countries forming part of the Universal Postal Union ordinary letters pay 12 centavos per 15 grams, with an additional 12 centavos for registered letters; and 5 centavos for postcards. Letters for Montevideo pay 17 centavos. In the country districts the letters are not delivered at the houses.

Telegraph.—About half the telegraphic wires of the Republic belong to the National Government, which at present possesses (1st. January, 1913) 30,447 km. of lines, the development of which is 77,063 km.

The provinces of Buenos Aires and Entre Ríos possess respectively a telegraph system of a length of 5,077 and 1,224 kilometres, with a development of 8,007 and 2,209 kilometres.

The railways possess 62,053 kilometres of lines, with a development of 184,015 km.

The private companies possess respectively:

Rio de la Plata Telegraph Co....	km.	72	dev.	288 km.
Pacific to Europe Telegraph Co.	km.	685	dev.	1,370 km.
Central South American Tel. Co.	km.	1,529	dev.	4,354 km.

Total.....	km.	2,286	dev.	6,012 km.
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The cables of the above private companies have a length of 19,041 kilometres.

The number of telegrams received or despatched during 1912 was 13,529,258.

Radiotelegraphy in the Argentine Republic.

The Argentine Republic was the first country in South America to adopt wireless telegraphy for its communications, and it is also associated with the various Radiotelegraphic Conventions which exist.

In 1903 the first stations were installed on board two warships, and since then at short intervals stations have been placed on all the ships of the fleet, and today number forty-three. The apparatus employed in these installations are of the systems «Telefunken» and «Marconi», their power and characteristics varying according to the class of ship on which they are installed.

In October, 1908, the coastal stations at Dársena Norte (North Basin), Recalada, and Faro de la Rada were opened for the public service, and these, with the stations Faro Mogotes, Puerto Militar, Cabo Virgenes, Año Nuevo and Ushuaia, inaugurated in 1910, form part of the great radiotelegraphic network planned to unite the whole of the Atlantic coast of the Republic with the Federal Capital, a network whose total length will amount to 1,700 sea miles.

There also exists at Mendoza an intermediate station for communicating with Chili, and at Formosa, capital of the territory of the same name, there has lately been installed another, which will serve to communicate with the ships stationed at Asunción.

All these coastal stations are situated on telegraph lines, and the tariff charged is that sanctioned by the International Convention of Berlin.

The apparatus employed in all these coastal stations is of the «Telefunken» type, and the personnel in charge of the service is a competent one belonging to the Argentine Navy.

All the national mercantile vessels which make the southern service are now furnished with radiotelegraphic apparatus, so that they can be, by means of the coast stations, in constant communication with the land.

There also exist, for military purposes, two stations, one situated in the «Campo de Mayo» (the field of manoeuvres), and the other at the War Office, in Buenos Aires.

The total cost of all the stations on the coast and on the warships has been 186,820 pesos, gold.

The tariff sanctioned by the International Convention of Berlin is as follows:

The total price per word payable by the sender, including transmission over the national telegraph lines, is 20 centavos, gold (10d.).

The minimum cost of a radiotelegram is \$ 2, gold (8s. 4d.), that is to say, the cost of a radiotelegram of ten words.

For ships sailing under the national flag, which ply only along our coasts or on our rivers, there is substituted for this tariff one of 25 centavos, paper ($5\frac{1}{2}$ d.), per word, the minimum price being \$ 2.50, paper (4s. 7d.).

The coastal stations and those on board ship are obliged to exchange radiotelegrams, irrespective of the system adopted in their installations.

In principle, the operator on board transmits his telegrams to the nearest coast station.

However, the sender on board a ship has the right to indicate the coast station through which he desires to transmit his radiotelegrams.

In this case, the operator on board will wait until the coastal station indicated is the nearest to the ship, and if this condition cannot be fulfilled no notice will be taken of the sender's request, unless the transmission can be made without interfering with the service of other stations.

Coastal Radiotelegraphic Stations Open to the Public Service.

NAMES OF THE STATIONS	Characteristics of the stations	Consumption of primary energy in K. W.	Oscillatory energy in K. W.	System of generating energy	System of apparatus	Length of waves in metres
Dársena Norte . . .	W. B. A	2·8	1·5	Electricity	Telefunken Sounding Spark	650
Recalada Light-house	W. R. C.	1·8	0·8	Steam motor	do.	540
Mogotes Light-house	W. F. M.	2·8	1·5	Naphtha motor	do.	680
Military Port	W. P. M.	2·8	1·5	Electricity	do.	750
Cape Virgenes	W. C. V.	2·8	1·5	Naphtha motor	Old	780
Año Nuevo	W. A. N.	2·8	1·5	do.	Telefunken	900
Ushuaia	W. U. H.	2·8	1·5	do.	do.	1.000

VII.—Weights and Measures.

The Argentine Republic has adopted the decimal metric system.

As it may be of interest to Englishmen and North Americans, who have not adopted the metric system, to know the relation which this system bears to their weights and measures, I give here the respective values:

1 mile = 1 km., 609 m.; 1 km. = 0·601 M.; 69 M. = 1 equatorial degree.

1 sea mile = 1 km., 852 m.

1 knot = 15·43 m.

1 fathom = 6 feet = 1·828 m.

1 yard = 3 feet = 0·91 m.; 1 m. = 1·093 yard.

1 foot = 12 inches = 0·3048 m.; 1 m. = 3·28 feet.

1 inch = 12 lines = 0·026 m.

1 pole (rod) = 5 $\frac{1}{2}$ yards = 5 m.; 1 decametre = 2·187 poles.

1 furlong = 220 yards = 200·2 m.

1 acre = 160 square poles = 4,840 square yards = 0·33 Ha.; 1 Ha. = 3·03 acres.

1 square yard = 9 square feet = 0·836 mq.; 1 mq. = 1·20 square yard.

1 square foot = 144 square inches = 0·093 mq.

1 bushel = 8 gallons = 35·237 litres.

1 gallon = 4 quarts = 8 pints = 4·543 litres.

1 lb. = 16 ounces = 450 grams; 1 ounce = 28 grams.

VIII.—Historical Summary of the Argentine Republic.

Not content with the sovereignty of a continent, Spain envied her rivals, the Portuguese, the supposed riches of the Molucca Islands, situated in the Malay Archipelago. With the object of obtaining them a passage was sought between the two oceans. An expedition was organized under the orders of Juan Díaz de Solis. Starting from the port of Lepe, they arrived at the mouth of the Río de la Plata and penetrated as far as the island of Martín García, which was the name of the second pilot. But Solís and his companions perished in an ambuscade, and the remainder of the expedition returned to Spain.

Later the conquests of the Portuguese in the new continent awakened the ambitions of the Spaniards, and the government organized a new expedition under the orders of Diego García, who started with the Venetian pilot Sebastián Gaboto, who had undertaken to look for a passage between the two oceans. A mutiny among the crew prevented them from realising their plan, and they cast anchor on the coast of the island of Saint Gabriel, in the Río de la Plata.

Gaboto made excursions into the interior of the country, and reached the limit of the Paraná and of the Uruguay, where he noticed that the natives possessed silver ornaments and utensils obtained from exchanges with the natives of the interior. Gaboto assumed from this the existence of precious metals, and supposed that by following the course of the river he would discover gold and silver mines. He could not put his project into execution.

Great dissensions arose among the two chiefs of the expedition, and each returned to his own country. Gaboto left a garrison at Espíritu Santo, at the mouth of the Carcarañá; but this, attacked by the natives on account of an amorous intrigue of one of its chiefs, was partly destroyed, and the remainder took refuge at Saint Vincente, on the Brazilian coast.

The exaggerated reports of preceding travellers of the riches of the country, led the Spanish Government to appoint as governor of the territories discovered on the Río de la Plata, Don Pedro de Mendoza, who organized an expedition at his own expense. It was he who, on February 2nd., 1535, founded, on the right bank of the Río de la Plata, the town of Buenos Aires, first called Santísima Trinidad, while the port was called Santa María de Buenos Aires. But, shut up in a small space, and unable to receive provisions from outside, Mendoza and his companions underwent all sorts of privations on account of the hostility of the natives. One day a large number of the latter besieged Buenos Aires, which was obliged to surrender, and Mendoza fled to Espíritu Santo, Gaboto's fortress. Thence he sent out armed expeditions under the orders of Captain Ayolas, who discovered the present Republic of Paraguay, an important discovery for the ultimate conquest of the territory of the Plata. Asunción, the capital of Paraguay, was founded in 1537.

Mendoza died while returning to his country. Ayolas succeeded him as governor, but was killed in an ambuscade on his return from an expedition to the frontiers of Perú, his companions perishing with him.

Those who had not accompanied Ayolas established themselves at Asunción, which was then the principal settlement of the Spaniards, and named as governor Domingo Martínez Irala, who organized the colony with wisdom. However the Government sent out as governor Núñez Cabeza de Vaca; at the end of a year the colonists revolted and sent him back to Spain. The government was obliged to confirm Irala in the post of governor. It was Pedro La Torre, first bishop of the Plata, who brought out the decree of nomination.

After the death of Irala, the viceroy of Peru, on which the colony of La Plata depended, named Ortiz Zárate governor.

During this time there arrived in the country Juan de Garay, who

in 1573 founded the town of Santa Fe, and who re-established the colony of Buenos Aires, which had been abandoned. He may, therefore, be considered as the real founder of that town. This restoration was effected on the 11th. of June, 1580. Four years later Garay was assassinated during a journey to Santa Fe, and Vera y Aragón succeeded him; the latter retired in 1590; under his government one of his captains had ensured free communication between Buenos Aires and Asunción, and founded Corrientes.

At this time several expeditions sailed up the La Plata, and founded the towns of Santiago del Estero, Tucumán, Córdoba, Salta, Rioja, and Jujuy, while other conquerors, coming from Chili, established themselves at San Juan, Mendoza and San Luis.

In 1620 Paraguay was constituted a separate colony, and Buenos Aires, under the name of the Province of the Río de la Plata, had a governor under the direction of the viceroy of Peru. The town of Buenos Aires rapidly grew in population and in riches; during this time the internal quarrels continued until General Bruno de Zavala took charge of the government. He received the order to protect the Spanish colony of Uruguay against the Portuguese, and to settle the internal quarrels of Paraguay.

After having assured the safety of the inhabitants of Santa Fe against the aggressions of the natives, Zavala organized an expedition against the Portuguese who had disembarked at Montevideo, and obliged them to re-embark in 1724.

The colony of Paraguay now rose in rebellion, and the royal commissioner, sent from Madrid, could not re-establish order. It was Zavala who suppressed the revolt, and founded the town of Montevideo (1726).

Zavala died in 1735. After his death the country was not only agitated by internal dissensions, but was also attacked by the Portuguese, who settled at Santo Sacramento, on the opposite bank of the river. They were driven out by Zeballos, whom Spain had just sent out as governor (1762). They then made an alliance with the English, but were no more fortunate, for Zeballos took possession of all the forts they possessed. However, Santo Sacramento was given back to them by the Treaty of Paris in 1763. Nevertheless the Portuguese were so hostile to the Spaniards that in 1766 Zeballos returned from Spain with 9,000 men and 116 vessels, and the Portuguese surrendered at discretion.

The king of Spain then decided to transform the colony into a viceroyalty with Zeballos at its head. He had under his administration the Argentine, Uruguay, Paraguay, and part of Bolivia.

In 1767 a messenger from the king appeared in the colony of La Plata to expel the jesuits from it. These latter embarked for Cádiz.

The successor of Zeballos, Don Juan José de Vértiz, reigned from 1778 to 1784, and did all he could to make the country prosper. From 1789 to 1799 different viceroys followed one another, without anything noteworthy occurring. In 1800 Marshal del Pino y Rosas was appointed. Under his government the first gazette of the Río de la Plata was published. Del Pino encouraged public instruction and established various schools.

Under Sobremonte, his successor, the first occupation of Buenos Aires by the English (27th. of July, 1806) took place. The viceroy fled to Córdoba, and it was a Frenchman, Captain Liniers, who organized the resistance, and, after numerous fierce and indecisive conflicts, forced the English to retire on August 12th., of the same year. A second English expedition was still less successful, for the English were obliged to give up any fresh attempt to capture the Spanish colony.

The people of Buenos Aires, in gratitude, named Liniers viceroy, but the Spaniards preferred to appoint one of themselves, and therefore Baltasar Hidalgo de Cisneros, sent by Spain, disembarked shortly afterwards at Montevideo. A worse choice could not have been made. Cisneros entered Buenos Aires in August, 1809. The recent independence of the United States, as well as the short occupation of the country by the English, had turned the minds of the people to thoughts of liberty. Nevertheless, the people would not have rebelled—for in spite of all they were attached to the mother-country—if they had been conceded some liberties. But the contrary was the case. >H>

On the 10th. of May, 1810, the king of Spain having been dethroned, a

meeting of notable persons was called, which decided, on May 22nd., 1810, that the viceroy should have no further power, and named in his place a commission to administer the country, at the head of which the Spanish party placed Cisneros. The people did not want this commission, and named in its turn a Directorate; this nomination took place on May 25th., 1810, a day which Argentina celebrates each year with great rejoicings. The president of this directorate (*Junta*) was Cornelio Saavedra.

The directorate invited the provinces of the colony to join the movement, it organized the National Guard and printed the *Gaceta de Buenos Aires*, which afterwards became celebrated.

On their side, the Spaniards, under the orders of Elio, tried to resist. Liniers, who did not sympathize with the new state of things, marched on Buenos Aires, but he was captured and shot.

The revolution rapidly gained ground, and the emissaries of the *Junta Nacional* were everywhere received with enthusiasm.

The province of Paraguay alone did not wish to join the revolution. General Belgrano was sent against it to compel it to join, but without result. However, in the following year it in its turn freed itself from the Spanish yoke, and set up as an independant nation.

General Elio still occupied Montevideo, and the Spanish fleet blockaded Buenos Aires several times, causing considerable damage. During this time expeditions were sent by the *Junta* to Bolivia, and these covered themselves with glory at Cotagaita and Suipacha. Shortly afterwards the army of the patriots, under Balcarce, was defeated at Huaqui. The modified *Junta Nacional* sent out a fresh army, which, by order of Belgrano, but without the permission of the *Junta*, proclaimed that the national flag should be blue and white.

On February 20th., 1812, Belgrano entered Salta after having completely routed the Spaniards.

At this time there was held a congress of deputies from all the provinces, which adopted the flag proclaimed by Belgrano and definitely established the coat of arms of the nation, which consisted of a Phrygian bonnet held up by two interlaced hands and illuminated by a sun.

Then the fortunes of the patriots languished a little. Belgrano was beaten in two encounters, and Higher Peru was lost.

The people did not lay down their arms for that. San Martín replaced Belgrano, and Alvear was placed at the head of the troops which were besieging Montevideo. A fleet, organized under the orders of Admiral Brown, completely defeated the Spanish fleet, and Montevideo capitulated.

San Martin, for his part, also fought the Spaniards. He defeated the royal troops at Chacabuco, and by his victory at Maipú (April, 1818), assured the independence of Chili. Then, leaving Valparaiso with 4,000 men and 18 vessels, he made for Peru, and at the end of several months occupied Lima, the headquarters of the Spanish domination in South America. Thus it may be said that all the nations in this part of America which speak Spanish owe their independence to Argentina.

This part of the revolution was truly glorious for the country, harassed in the interior by internal troubles and attacked by Spain, supported by the Holy Alliance, which wished to send troops to the Río de la Plata, but was prevented from doing so by the energetic opposition of England. The history of this period bears considerable analogy to the French Revolution, above all on account of the victories obtained by undisciplined patriots, actuated only by a love of liberty.

The executive power passed shortly afterwards from the hands of Posadas to those of General Alvear, who in his turn retired, obliged to do so by a revolt among his troops. After Alvear came Ignace Alvarez Thomas, under whose government the National Congress, meeting at Tucumán, proclaimed the independence of the United Provinces, and appointed General Pueyrredón director. In 1819, after a new congress, Pueyrredón retired and José Rondeau replaced him. But he could not stop the civil war, and in 1820 the Supreme Directorate ended with his fall. The Confédération was dissolved; and each province governed itself according to its own tastes, while the Cabildo of Buenos Aires took the power into his own hands.

The same year, after the fall of some military leaders who had taken up

the reins of government, General Martín Rodríguez was appointed governor of Buenos Aires, and in part re-established order. He named as minister Bernardino Rivadavia, the cleverest statesman of his times. Las Heras succeeded Rodríguez. A few months afterwards a new congress, held at Buenos Aires, chose Bernardino Rivadavia as president of the Confederated Republic of all the provinces. But he could not agree with the congress for the establishment of a constitution, and retired in 1827. Manuel Dorrego became governor of Buenos Aires. He came to an understanding with the most influential government of the interior, that of Córdoba, and tried to organize a new federation. He established peace, both in the interior and on the frontiers.

In 1825 a war broke out between Argentine and Brazil, over a territory in Uruguay. General Alvear, after prodiges of valour, succeeded in defeating the Brazilian army, superior in number, while the Argentine fleet triumphed at sea. Then, through the intervention of England, Uruguay was declared independent.

In spite of his glorious conduct of the war against Brazil Dorrego had to give place to General Lavalle, in consequence of an insurrection. But Dorrego joined the chief of the federal troops in their campaign, and marched against Buenos Aires. Being captured, he was shot. This summary execution of Dorrego made the provinces rise against Lavalle. Rozas put himself at their head. After a struggle in which no quarter was given there was an apparent reconciliation, following upon which the provincial assembly at Buenos Aires nominated Rozas governor. This first period of his rule passed without notable incident, and at the end he refused to be re-elected. General Balcarce, and then Viamonte, succeeded him, but only for a short period.

Rozas then accepted the dictatorship which was offered him, and governed savagely until his fall. Lavalle tried to deliver the province from the tyrant's yoke, but in vain. General de Urquiza was more successful; he freed Montevideo, besieged by Rozas's troops, and completely defeated the latter at Monte Caseros in 1852. Rozas took refuge on an English ship, and fled to England, where he died.

Urquiza was nominated governor of the Argentine Confederation by an assembly from the provinces, in which only Buenos Aires did not take part. Paraná became the capital of the Confederation.

The ephemeral administration of General Urquiza, which marks the beginning of the era of true national reorganization in the Argentine Republic, has left in many directions profound traces on the history of the nation. It laid the foundations of the institutional, political, material and moral progress which will cement the nation's greatness.

Unfortunately the passions which were burning at Buenos Aires, fanned by the ambitions of the political parties who were fighting for power, broke up all the noble and patriotic aspirations of this administration, and civil war once more stained the country's soil with blood and divided the Argentine family.

Happily the battle of Pavón, won by the Buenos Aires army under the command of General Bartolomé Mitre against the forces of the Confederation directed by General Urquiza, and the latter's patriotism, to which he always subordinated his own desires and dislikes, when it was a question of serving his country, placed the national unity upon a firm basis.

In consequence the victorious general, Bartolomé Mitre, was elected president of the Republic for six years, and Buenos Aires was named as provisional capital instead of Paraná (1862).

The country owes much to Mitre, though unfortunately the war with Paraguay prevented him from effecting all the progress he might have done. This war, in which Argentina took part in alliance with Brazil and Uruguay, was directed against the dictator of Paraguay, Francisco Solano López.

Sarmiento replaced Mitre in the presidency, and did a great deal for the intellectual and material future of the country. He extended the network of railways and increased the number of telegraph wires.

After Sarmiento, in 1874, came Nicolás Avellaneda, under whose presidency the Republic took a great step forward and consolidated its credit abroad.

Avellaneda's presidency had to fight from its very beginning against the revolution organized by the political party whose leader was General Mitre.

Some years later this revolution was renewed, and President Avellaneda disarmed it by means of the «Conciliation» of the political parties. This presidency was also troubled by the financial crisis which followed the abuse of credit and the inflation of values. Nevertheless, certain of his acts have won for him an honourable place in the nation's history.

Under this presidency commenced the work of the conquest of the c̄eser, which supplied to civilization for working purposes 600,000 square kilometres of land which had previously been in the hands of savages. This work was finished and consolidated during his presidency by General Roca, Minister of War during Avellaneda's presidency. The latter also commenced the federalization of Buenos Aires, making this town the definite and permanent capital of the Republic.

These two facts suffice to make the presidency of Avellaneda unforgettable.

In the middle of the civil war Avellaneda ceded, in 1880, the presidency to General Julio A. Roca, who completed Avellaneda's work as regards the capital and frontiers of the country, and made the country progress considerably.

Juárez Celman, the successor imposed on the nation by Roca, did not finish his presidential term. Forced to retire in 1890, in consequence of an armed rising, he was replaced by Carlos Pellegrini, the vice-president, until the conclusion of the constitutional term in 1892.

Nor could Dr. Louis Sáenz Peña maintain himself in power, and in 1894 the vice-president, José Uribe took his place.

On October 12th., 1898 General Roca returned to office for the second time to occupy the supreme magistracy of the country, in consequence of a tacit agreement between the political parties, arrived at in view of the fact that there were very strained relations with a neighbouring nation on the subject of territorial boundaries inherited from the mother-country, relations which threatened to bring about an armed conflict.

The most important events of this presidency were the monetary reform of 1899, which gave stability to the value of the paper peso, and put an end to the violent changes through which it passed and which had caused enormous damage to the economic life of the nation.

General Roca, who, at the time of his first presidency (1880-1886), had decreed the forced circulation of paper money (1884), when there was no serious trouble in the economic organization to justify such a measure, and who, fifteen years later, suppressed it, was able, like the warrior Achilles, to heal with his lance the wounds he had made, and find out what a price the people have to pay for the mistakes of their rulers.

In international affairs, one must recognize as a triumph of this presidency the settlement of the question of frontiers with Chili.

On October 12th., 1904, Dr. Manuel Quintana succeeded General Roca, but he died on March 12th., 1906, and Dr. Joseph Figueroa Alcorta, then vice-president, became president of the Republic.

The presidency of Dr. Figueroa Alcorta took place during one of the periods of greatest prosperity through which the Argentine people have passed. It was he who had the honour of presiding at the fêtes commemorative of the first centenary of the National Revolution of 1810.

On October 12th., 1910, he handed over the government to Dr. Roque Sáenz Peña, who, animated by a great and noble ideal, has made universal suffrage his object, in the hope of realizing the political regeneration of the Republic.

The moment has not yet come to judge whether events have fulfilled the desires of the government; but in any case we sincerely hope that these latter will be converted into a fine reality, to the glory of the Argentine people and of the statesman who has supported the project.

IX.—Climate of Argentina.

Argentina belongs, in its total extent, if one excepts two little strips of land, one tropical and the other sub-tropical, and both in the north, to the Southern Temperate Zone. Owing to its shape the country extends over about 34 degrees of latitude, viz., from the 22nd. degree to the 56th. degree, which at once makes it obvious that the climatic differences between the several parts of Argentine territory must be fairly perceptible, especially at the extremities.

However, what exercises more influence on the climate of the country than the difference of latitude, is its situation, for it has at the east the ocean, and at the west the Cordillera of the Andes; and it is also these differences of altitude which characterize the formation of the soil.

The two principal elements in the climate are the temperature and the rainfall, because they determine the abundance and quality of the vegetation, which in its turn affects the prosperity of animal life. In order to explain succinctly the conditions of the temperature in the Argentine Republic, I have chosen a dozen points, starting from Ushuaia, in the Tierra del Fuego, and finishing at Salta, in the sub-tropical region, at convenient distances from one another, both in the matter of latitude and in that of longitude, and I am giving their extreme, average monthly, and average annual temperatures. These figures are the result of thermometric observations made at the different points during several years. Here is the comparative table of these temperatures:

January	March	May	July	September	November
February	April	June	August	October	December

USHUAIA. Extreme temperatures: + 26°8° and — 10°5°; annual average: 6°0°
 11°33° | 8°10° | 2°93° | 0°90° | 4°62° | 9°12°
 10°17 | 5°10 | 1°10 | 1°92 | 6°99 | 9°65

CHUBUT. Extreme temperatures: + 39°7° and — 10°2°; annual average: 13°21°
 21°26 | 17°36 | 8°31 | 6°00 | 10°13 | 17°65
 20°12 | 11°47 | 5°32 | 6°85 | 14°39 | 19°52

BAHIA BLANCA. Extreme temperatures: + 41°07° and — 5°0°; annual average: 15°26°
 23°07 | 19°34 | 11°24 | 7°07 | 12°00 | 18°53
 22°12 | 14°38 | 8°11 | 9°48 | 14°96 | 21°37

BUENOS AIRES. Extreme temperatures: + 39°5° and — 2°0°; annual average: 17°16°
 24°07 | 21°35 | 13°43 | 10°16 | 13°84 | 20°24
 23°23 | 16°93 | 11°16 | 12°05 | 16°36 | 22°63

ROSARIO. Extreme temperatures: + 38°7° and — 2°8°; annual average: 17°50°
 23°85 | 21°63 | 13°39 | 11°71 | 14°35 | 20°33
 23°64 | 17°49 | 10°36 | 12°56 | 17°47 | 22°23

MENDOZA. Extreme temperatures: + 41°5° and — 7°5°; annual average: 15°99°
 23°21 | 20°02 | 10°55 | 7°35 | 12°37 | 20°99
 22°83 | 15°18 | 7°63 | 9°78 | 17°04 | 23°65

CORDOBA. Extreme temperatures: + 44°0° and — 8°9°; annual average: 16°85°
 23°01 | 20°32 | 12°35 | 10°00 | 15°03 | 20°23
 22°37 | 15°36 | 9°91 | 12°58 | 17°62 | 22°27

LA RIOJA. Extreme temperatures: + 42°6° and — 0°0°; annual average: 19°85°
 27°14 | 23°24 | 13°71 | 12°16 | 18°90 | 25°23
 25°42 | 17°75 | 11°17 | 15°18 | 22°37 | 26°38

SANTIAGO. Extreme temperatures: + 44°9° and — 2°6°; annual average: 21°49°
 27°85 | 24°52 | 16°77 | 14°06 | 19°63 | 26°44
 27°00 | 20°78 | 13°65 | 16°05 | 23°11 | 27°97

CORRIENTES. Extreme temperatures: + 37°1° and + 5°; annual average: 21°44°
 26°56 | 25°21 | 18°01 | 15°71 | 19°12 | 24°02
 26°17 | 21°20 | 15°80 | 17°79 | 21°52 | 26°19

TUCUMAN. Extreme temperatures: + 40°0° and — 1°1°; annual average: 19°5°
 25°3 | 22°6 | 15°3 | 12°3 | 18°2 | 23°2
 24°1 | 19°6 | 12°6 | 15°0 | 20°6 | 24°6

SALTA. Extreme temperatures: + 43°0° and — 5°8°; annual average: 17°15°
 22°13 | 19°84 | 14°12 | 11°41 | 16°73 | 21°57
 21°48 | 16°90 | 10°58 | 14°21 | 19°19 | 22°47

Santiago is uncontestedly the warmest point in the Argentine; its extreme temperature, as well as its annual average, are, in fact, higher than those of Corrientes. Santiago owes its great heat not only to its latitude, but also to the salt lands and dunes which surround it. The place where the greatest extremes of temperature are met with is Córdoba, which has a truly continental climate: very hot summers and very cold winters. It owes that to its topographical and geographical position. Situated in the heart of the Republic and surrounded by lands very barely covered with vegetation, its temperature increases very much in summer owing to the strong rays of the sun, and becomes very easily cold in winter owing to the radiation of the bare earth. The earth, denuded of all vegetation, behaves, as regards conduction of heat, like a metal which easily becomes intensely hot under the action of heat, but loses this heat as rapidly, as soon as its cause ceases. This also explains the condensing power of aqueous vapours suspended in the atmosphere possessed by cultivated or wooded areas. As these latter allow very little heat to escape there are formed above them cylinders, or rather, perpendicular prisms of air, of a temperature much lower than that of the air surrounding them; it follows in consequence, that the aqueous vapours which traverse these cylinders or prisms under the influence of aerial currents are condensed by them into rain. One can therefore understand easily of what importance it is for every country to enlarge its cultivated and wooded stretches, which increase the frequency of rains and do away with extreme temperatures, thus softening effects.

The distribution of the rainfall during the different seasons at the twelve points already mentioned is indicated in the following table, in averages. In this table summer includes December, January and February; autumn: March, April and May; winter: June, July and August; spring: September, October and November.

LOCALITY	Summer	Autumn	Winter	Spring	Annual Average	Average number of days on which it rains
	m. m.					
Ushuaia	174·4	177·8	125·4	110·0	587·6	156
Chubut	46·0	65·6	42·0	53·4	207·0	—
Bahia Blanca . . .	130·2	135·7	79·3	143·0	488·2	53
Buenos Aires . . .	231·9	247·6	175·4	239·3	894·2	69
Rosario	307·9	264·6	134·6	274·6	981·7	77
Mendoza	32·6	56·1	20·7	50·8	160·2	—
Cordoba	310·6	144·3	16·1	194·3	665·3	75
La Rioja	148·9	72·6	20·0	55·9	297·4	63
Santiago	199·0	165·8	20·2	193·0	488·0	65
Corrientes	444·3	386·3	150·3	320·1	1301·0	49
Tucuman	488·2	283·6	31·1	205·3	1008·2	64
Salta	355·3	149·0	2·5	66·6	574·4	—

If one studies the rainfall records from a larger number of places than those given here one finds that from a climatic point of view the Argentine territory may be divided into three regions, viz., the coastal, the inland, and the Andine.

The coastal region includes the provinces of Buenos Aires, Santa Fe, Entre Ríos and Corrientes. The average annual temperature is about 19 deg. centigrade; it increases, from Buenos Aires, where it is 17 deg., by half a degree for each degree of latitude going from south to north.

The average summer temperature is about 25 deg.; that of the autumn 18; that of the winter 12; that of the spring 17; that of the warmest month (January) 26; and that of the coldest month (July) 11 degrees.

As the extreme limits of temperature of this region one may give + 42 degrees and — 5, but with the remark that temperatures above 40 deg-

are rare, and always of short duration, while a temperature of + 35 degrees is frequent from 1 to 3 o'clock in the afternoon during the months of December, January and February.

A temperature 5 degrees below zero is also rare, and if the thermometer descends below zero in the months of May, June, July and August, this happens only three or four times a month, and with a clear sky. Snow on the coastal district is exceedingly rare, and often whole decades pass without a sign of it.

As regards slight changes the coastal region depends upon the climate out at sea. One peculiarity of the Argentine climate in general is the quick changes of temperature during the same day, and often in the course of a few hours, this difference being sometimes as much as 20 degrees centigrade. The season in which the temperature is most uniform is autumn, while spring is marked by great and rapid changes in the temperature.

The coastal region, almost entirely flat, is somewhat windy. Complete calms are not very frequent, while strong and even tempestuous winds are common all the year round. The commonest winds are from the north and the south, the former being much more frequent than the latter. At Buenos Aires during the summer there is a regular succession of sea and land breezes, the former blowing during the night and the latter during the day.

The northern winds are always warm, and generally suffocating. They have an influence on the nervous system of the human organism which causes neuralgic pains in the head, a complaint to which many persons become subject.

While the north winds are blowing the air becomes charged with electricity until, at the end of several days, this insupportable state of the atmosphere is ended by a storm, which re-establishes the equilibrium. There is also a strong wind from the south-west, called the *pampero*, which sometimes lasts only a few hours, but which, at others, lasts several days. These pamperos, so called because they come from the direction of the Pampas, acquire at times the velocity of a veritable hurricane.

In the harbour at Buenos Aires the pamperos are not so much to be feared as the south-east winds which are always accompanied by strong tides; on the other hand the pamperos are only to be feared in the port of Montevideo, for in this port they produce the same effect as the south-east winds at Buenos Aires.

In general the south-east winds (*suestadas*) accompanied almost always by heavy rain and a thick atmosphere, and especially frequent during the months of May and October, are the most dangerous winds for the navigation of the Río de la Plata.

Here is the relative frequency of the winds, according to 20 years' observations made at Buenos Aires. In every 1,000 winds which were recorded from the 8 points of the compass figured:

North.....	182·5	times
North-east.....	139·3	*
East.....	166·9	*
South-east.....	134·4	*
South.....	107·1	*
South-west.....	134·1	*
West.....	59·3	*
North-west.....	73·3	*
Calms.....	3·1	*
	1,000	

The rainfall in the coastal region generally varies according to the latitude. The average annual rainfall is, as has been seen, 894 mm. at Buenos Aires; 974 mm. at Rosario; 949 at Paraná; and 1,381 at Corrientes. The rain, as may be seen, is sufficient, but unfortunately it happens that its distribution over the seasons and from one year to another is very irregular. For example, one does not find that a dry year is followed by a rainy one, and this, as may be conceived, helps to augment the damage caused to agriculture and cattle by a previous drought.

In the years 1829, 1830 and 1831 such droughts were suffered as had

never been known before. At this time so little rain fell that even the thistles were dried up, while the losses the drought caused in cattle were estimated at a million and a half or even two million head of cattle of all descriptions. The edges of the streams and lagoons in the province of Buenos Aires were white with the bones of animals. Lagoons which had never lost their water before, dried up, and large numbers of fishes died. The decomposition of so much organic matter led to the fear that a plague would be caused. The drought was worst in the northern part of the country surrounding Buenos Aires, and in the south of Santa Fe.

It would appear that the occurrence of rain bears some casual relation to the sun-spots, and that it is more or less of the same duration, viz., 11 or 12 years. Vegetation naturally depends upon the rains, so that it is very probable that the abundance of the harvest also follows the periods of the sun-spots.

Observing the distribution of rain over the seasons, one finds that summer and autumn are the雨iest, while winter is the season in which it rains the least, though there are, of course, exceptions to this rule.

At Buenos Aires there is rarely a month during which it does not rain, but going further north from this town, one notes that the winters become drier and the summers rainier. Here the rain is generally torrential and of short duration rather than fine and continuous. The rain often comes in the middle of a hurricane, accompanied by a copious fall of hail.

The sky is, except at Buenos Aires, almost always cloudless. But in this town, during 20 years' observations made at 2 o'clock in the afternoon, it has been found that:

The number of clear days during the year is.....	39
" days with 50 % of clouds is.....	112
" clear days with more than 50 % of clouds is.....	115
" days with the sky completely covered is.....	57
" " without observation	42

365

The climate of the inland region, if one excepts the mountainous part of the provinces of Córdoba and San Luis, is chiefly distinguished from the coastal region by its greater dryness and by the extremes of its daily temperature. In the plains the summers are warmer, and it is not rare for the temperature to rise to 40 deg., while the winters are marked by great frosts, due rather to the great radiation of the earth than to the cooling of the atmosphere.

The north and south winds are, as on the coast, the most frequent. The north winds are very warm, and on the dunes and salt lands have the name of *zonda*; they present all the characteristics of the simoon of the African deserts. Calms are frequent here during all seasons. Rain is rarer than on the coast, and falls almost exclusively in summer and autumn. The winter is, with very few exceptions, entirely dry.

During a period of 15 years, from 1873-87, the average annual temperature of Córdoba, the climate of which is characteristic of the whole region, was 16·85°c., centigrade, the maximum was 44°, in January, and the minimum 8·9°, in July. The rainfall during the same period was 665·4 mm. annual average, while the maximum fall took place in the month of January, with 144 mm., and the minimum in July, with 2·4 mm. The frequency of the winds, in every 1,000 cases, is as follows:

North.....	21	times
North-east.....	198	"
East.....	52	"
South-east.....	69	"
South.....	138	"
South-west.....	27	"
West.....	7	"
North-west.....	10	"
Calms.....	478	"
		1,000 times

The rains at Córdoba are sometimes torrential; but they are then of short duration. Hailstorms are frequent in summer, but snow is rarely encountered. It is not the same at Mendoza, however, which is on the borders of the inland and the Andine regions, and where snow falls every year during August, even though it may not fall for long. Rain is less frequent at Mendoza than at Córdoba, and further north, at San Juan, La Rioja and Catamarca, it is still rarer than at Mendoza.

One finds also that at these points winter is entirely devoid of rain. At San Juan, La Rioja and Catamarca snow is unknown. The mountainous parts of the provinces of Córdoba and San Luis are, as a rule, more favoured with rain than are the plains. In summer especially, it rains much on the Sierra de Córdoba, and in that of San Luis it is precisely these rains that give birth to and feed the rivers numbered 1 to 5 and their affluents.

The province of Tucumán, which occupies the north of this region, has a sub-tropical character as far as rains are concerned. The winter is dry here also, but on the other hand it rains a good deal in summer, especially on the eastern slopes of the mountain of Aconquija, where, owing to this rain, a large and thick forest has sprung up.

In the Andine region the climate varies much, according to the altitude however, great differences of temperature during the day, and an excessive dryness characterize this region. On the eastern slopes of the Andes, and on the northern plateaus, it never rains. At these great altitudes, where the air is very rarified, there is in summer an intense heat where the sun strikes, while in the shade one has a sensation of cold. Here a change of temperature of 20 degrees in the course of 24 hours is a thing of every-day occurrence. Hail is common in this region. At Tinogasta, Aniyaco and Fiambalá (province of Catamarca) I have observed the air so extraordinarily charged with electricity that at certain moments men and animals were converted into veritable Leyden jars.

The part which the mountain of Aconquija plays in this region is a remarkable one. On the west everything is desert and sterile, on account of the perpetual drought, while on the east there is a most luxuriant vegetation, thanks to the frequent and copious rains.

On the subject of the healthiness of the Argentine climate one might consult with profit the work, monumental of its kind, of Dr. Samuel Gache, entitled «Climatology of the Argentine Republic». It is a book which reveals a great amount of work and professional erudition, even though I find it a trifle diffuse. The digressions are numerous and long, and certain details which might have been left on one side are treated at excessive length but that does not tarnish the scientific reputation of the author nor detract from the value of the book. I believe that the latter would have been greater if the rich material it contains had been dealt with more synthetically, because its study and assimilation would then have been easier. Dr. Gache has forgotten that nowadays an author must write so that his readers may obtain in the least possible time the greatest possible amount of information; modern scientific literature which is not intended for a public entirely professional must, above all, be synthetic. Naturally, what has just been said does not affect the author, who only seeks to amuse and who may be as diffuse as he wishes.

Speaking of the commonest diseases Dr. Gache says, to sum up, that typhoid fever is fairly common, especially in the capital and the province of Buenos Aires; that illnesses of the respiratory organs are common in the country, and he continues, on the subject of other illnesses: paludism (marsh poisoning) is endemic in the northern region: Tucumán, Salta, Jujuy and the Misiones territory, as also the goitre in the centre and in the Andine provinces, above all at Mendoza; dysentery and infantile tetanos are frequent at Corrientes; tetanos and enteric fever at Santa Fe, tetanos and convulsive cough at Córdoba; gastro-enteric fever and diphtheria at Rosario; small-pox, diphtheria and typhoid fever at Mendoza and Concepción del Uruguay; gastro-intestinal diseases at San Luis; typhoidal affections and constipation at San Juan (on account of the composition of the water); ophthalmia, quinsy, dysentery, enteric fever at Santiago del Estero; and gastro-enteric fever at La Rioja. Hydatids are frequent in the province of Buenos Aires, on account of the number of dogs. Cases of arthritis are very

numerous in the Argentine, and are due, according to Gache, to the excessive use of meat.

Yellow fever has invaded Buenos Aires twice—in 1859, causing 198 deaths, and in 1871, causing 17,084. The ravages of cholera were considerable in 1868-9. It reappeared in 1883-87 in different localities, such as Buenos Aires, Mendoza, Salta, Catamarea and Jujuy. Epidemics of small-pox, which spread all over the Argentine, occurred in 1812, 1813, 1823, 1831, 1836, 1837, 1842, 1847, and 1853.

This is the general pathological aspect of the regions of the Rio de la Plata, according to Moussy:

He commences by declaring that the region is characterized by a great variety of morbid affections; eruptive fevers are common, and among them scarlatina, which attacks inhabitants of the country more than strangers, holds the first place. These illnesses generally occur between March and November, with intervals of several years between each two successive recrudescences. Illnesses of the nervous system predominate chiefly on the coast; irregularity is generally observed in the symptoms of these maladies. Tetanos is common among newly-born children, and traumatism among wounded persons. Equally common is neuralgia.

Brain troubles, such as meningitis, apoplexy, etc., are noticed during the hot season. Softening of the brain is especially noted among foreigners. The abuse of alcohol produces a rapid and fatal action on the brain. De Moussy is of opinion that here there is considerably less lunacy than in Europe, which I doubt, and that there are few persons born blind, and still fewer deaf-mutes.

Quinsy and pleurisy are frequent in winter, and pleuro-pneumonia is sometimes epidemic in the interior. Pulmonary phthisis is commoner on the coast, above all among mestizos, than in the interior. Heart trouble and swollen blood-vessels are also numerous, both among natives and foreigners.

Gastralgia and gastro-enteritis are very common; chronic hepatitis is rare, and cancerous degeneration of the stomach is more frequent among foreigners than natives; dyspepsia is common among women who are submitted to a regimen of unsuitable food, and arises chiefly from abuse of mate; dysentery sometimes shows itself on the coast towards the end of summer.

Urinary affections are rare, as also is calculus. Among women semi-acute metritis frequently presents itself, but metro-peritonitis is rare after childbirth, which is generally easy. Leucorrhœa is frequent, and sometimes followed by cancer of the uterus.

Semi-acute rheumatism abounds, especially on the coast, but gout is rare. Serofulous illnesses are few. Cancer is common, and its development rapid. Syphilis is very wide-spread, not only in its acute state, but also in its secondary and tertiary states.

Of all fevers typhoid is that which makes the greatest ravages; its symptoms are well marked and its course irregular.

Burning fever occurs occasionally on the coast, but never intermittent fever, properly so called. That occurs only on the parallel of 28 degrees of latitude.

The climate of the Argentine is, in spite of the great inconveniences caused by the considerable and rapid changes of temperature, and the dryness reigning in the greater part of the country, eminently healthy. Mortality is only high among children on account of the numerous hygienic faults which their mothers commit. Insufficient care on the one hand, and irrational feeding on the other, cause the death of 25 % of children born, before they reach the age of one year. On the other hand mortality among adults is as low as that in the healthiest countries in the globe.

On the occasion of the 1887 census of Buenos Aires, of which I was president, I made out tables of the mortality of the Argentine and foreign population of that capital, and I found that the average length of life of the latter was greater than that of the former, and that in certain groups of ages this difference was considerable.

The average length of life of foreigners is superior to that of Argentines in average terms, as follows:

Persons of 10 years and under.....	3·3	years.
10 to 20 years.....	1·2	
20 to 30 ".....	3·6	
30 to 40 ".....	2·8	
40 to 50 ".....	2·0	
50 to 60 ".....	0·8	
60 to 70 ".....	0·6	
70 to 80 ".....	1·6	
80 to 90 ".....	1·2	

The maximum of this difference occurs between the ages of 11, 12 and 13 years, and the minimum at the age of 62 years. This is the best evidence of the healthiness of the climate that one could have, for, despite sharp climatic changes, the foreign population possesses a greater vitality than the indigenous one.

The following is the average length of life at Buenos Aires in 1887:

YEARS	Average length of life of		YEARS	Average length of life of		YEARS	Average length of life of	
	Argenti- nes	Foreig- ners		Argenti- nes	Foreig- ners		Argenti- nes	Foreig- ners
0	27·4	—	32	24·9	28·0	64	9·3	10·3
1	34·3	34·0	33	24·4	27·4	65	9·4	9·9
2	38·4	39·2	34	23·3	26·7	66	8·9	9·5
3	39·8	41·8	35	23·3	26·2	67	8·4	9·1
4	40·5	43·4	36	22·8	25·5	68	7·9	8·7
5	40·9	44·1	37	22·3	24·9	69	7·5	8·4
6	41·0	44·4	38	21·8	24·3	70	7·0	8·0
7	41·8	44·3	39	21·2	23·7	71	6·6	7·7
8	40·5	44·0	40	20·6	23·1	72	6·2	7·4
9	40·0	43·5	41	20·1	22·4	73	5·3	7·2
10	38·7	42·9	42	19·6	21·9	74	5·4	6·9
11	37·9	42·3	43	19·1	21·3	75	5·1	6·7
12	37·2	41·6	44	18·6	20·7	76	4·7	6·5
13	36·5	40·9	45	18·1	20·2	77	4·4	6·3
14	35·7	40·0	46	17·6	19·6	78	4·2	6·0
15	34·9	39·3	47	17·1	19·0	79	4·0	5·8
16	34·3	38·5	48	16·6	18·5	80	3·8	5·6
17	33·6	37·8	49	16·2	17·9	81	3·6	5·3
18	33·0	37·1	50	15·8	17·3	82	3·5	5·2
19	32·3	36·4	51	15·4	16·8	83	3·5	5·0
20	31·7	36·5	52	15·0	16·2	84	3·4	4·9
21	31·2	35·0	53	14·6	15·7	85	3·4	4·8
22	30·5	34·4	54	14·2	15·1	86	3·4	4·6
23	29·9	33·7	55	13·8	14·6	87	3·4	4·5
24	29·3	33·1	56	13·3	14·1	88	3·3	4·3
25	28·8	32·5	57	12·9	13·6	89	3·4	4·1
26	28·2	31·9	58	12·5	13·1	90	3·4	3·8
27	27·7	31·3	59	12·1	12·6	91	3·4	3·6
28	27·1	30·6	60	11·6	12·1	92	3·4	3·3
29	26·6	30·0	61	11·2	11·6	93	2·6	3·1
30	26·0	29·3	62	10·8	11·1	94	2·9	3·0
31	25·5	28·6	63	10·3	10·7	95	2·5	2·8

Very aged persons, especially those of the female sex, who, as is well known, live more methodically than men, are numerous. If persons who have passed 70 years are considered as being in this category, there is found, in the census of 1869, the following information with respect to the number of persons over 70 years of age for every thousand inhabitants, for each of the parts which compose the Argentine territory:

INTRODUCTION

Meteorological

City of Buenos Aires.....	9 per 1,000
Province of Buenos Aires.....	9 "
" Santa Fe.....	6 "
" Entre Ríos.....	11 "
" Corrientes	12 "
" Córdoba.....	8 "
" San Luis.....	9 "
" Santiago.....	11 "
" Mendoza.....	8 "
" San Juan.....	7 "
" La Rioja.....	12 "
" Catamarca.....	8 "
" Tucumán	7 "
" Salta.....	17 "
" Jujuy	21 "
Total for the Republic.....	9 per 1,000

The figure for the capital is calculated on the statistics of the 1887 census, and that of the province of Buenos Aires on that of the provincial census of 1881.

Summing up, it may be said that the Argentines have in their climate a veritable treasure, as regards health of human beings, abundance of vegetation, and multiplication of cattle, a treasure which is truly worth all the others together.

X.—Meteorological Service.

Prediction of the Weather.

The law which created the Argentine Meteorological Office was due to the representations of Dr. Gould, who, on his arrival in the country, in 1870, showed that the greater part of the Argentine territory was unknown as far as its climatic conditions were concerned. He proposed to the government the creation of a system of meteorological observations so far as the means which were available at that period permitted. The proposal received a favourable reception, and in September, 1872, the law creating the «Argentine Meteorological Office, for the purpose of forming a regular system of meteorological observations throughout the Republic» was passed by the Congress.

Towards the end of the same year the institution was organized, and began its work under the direction of its initiator.

Dr. Gould remained at the head of the Office until his return to his native country, that is to say, until the end of 1884, at which date it passed into the hands which still hold it today.

Until 1901 the work was limited to collecting the meteorological observations furnished by the different scattered points, and to publishing the results as far as the resources permitted. By thus patiently continuing this procedure for 30 years one has got to know the various climatic variations which obtain in nearly all the inhabited regions of the Republic, a knowledge very necessary to the study of the economic conditions of the country. At the same time the nation furnished its quota towards the international progress of this branch of science.

During the first years of the existence of this service the population was very much concentrated in the eastern part of the Republic, the fertile soil had hardly commenced to produce remunerative crops, and telegraph lines only linked up the most populous centres, so that it satisfied the requirements of the period; but in the face of the rapid development of agricultural and industrial interests during recent years one was obliged to recognize the necessity for extending its sphere of action, so that it might publish each day the state of the weather which obtained in all the districts served by the telegraph.

With this end in view there was organized at the beginning of 1902

a «Daily Weather Bulletin», having at its service 40 stations for the observation of the principal atmospheric elements, and 165 rain-gauging stations; the observations were made at 2 p. m. In the month of September the hour of the observations was fixed at 7 a. m., and finally, on January 1st., 1904, at 8 a. m. Since the month of September of the same year telegrams have been sent out giving the observations made the previous evening at 8 p. m. so that the observations made at 8 a. m. and at 8 p. m. are received from all stations situated on the telegraphic lines, and the two charts for these two different hours are executed simultaneously, but only that taken at 8 a. m. is published or put at the disposal of persons interested.

At the present moment the Weather Report service embraces in Argentina and Paraguay 169 first-class and second-class stations (for the observation of all the elements), and 1,250 rain-gauging stations; while in accordance with agreements arrived at with other countries information is exchanged with six stations in Uruguay, one in Chili (Punta Arenas), and ten in Brazil. The northernmost station of the last-named country is Para, situated practically on the equator, so that the Weather Report gives daily information about the principal atmospheric conditions from the equator to Punta Arenas, that is to say to the 54th. degree of southern latitude.

In addition to the above-mentioned stations, the information from which is transmitted telegraphically, there are others in the more scattered regions, the information given by which is of profit to the agricultural or industrial interests.

The following are the numbers of stations which operate under the direction of the Central Bureau:

1st. class stations, furnished with automatic registering instruments.	37
2nd. » » in which observations of all the elements are made three times a day (8 a. m., 2 p. m. and 8 p. m.).	154
3rd. » » the same as the above, except for the barometric pressure	11
4th. » » which only possess a rain-gauge.....	1,428
Total.....	1,630

This table does not include: the Central Station in Córdoba, provided with the most perfect instruments of different kinds which serve for the control of all the apparatus in the different stations under the Office; and the station in Laurie Island (Southern Orkneys), which was left to the Government of the Republic by the Scottish Antarctic expedition in 1903, and in which hourly observations are obtained by means of automatic registering instruments for all the elements, this station is in charge of a special commission relieved every year.

The climatic conditions of the Orkneys show that these islands belong to the Antarctic meteorological system; resulting from this collection of widely separated stations the observations centralized by the office include the tropical, temperate and frigid zones, or, from the climatological point of view, this service embraces a region, the annual average temperature of which is 24 degrees C. in the north, and 6 degrees in the south, or a normal difference of 30 degrees C. of temperature, over a stretch of 39 degrees of latitude.

The number of stations of all classes that there are at present in the country represents an average of one station to every 1,841 square kilometres, or a distance between each couple of 43 kilometres. In the five provinces which are most important from the point of view of productiveness the proportion is as follows:

Buenos Aires,	1	station per	644	sq. km., or	1	per 25	linear km.
Santa Fe,	1	»	809	»	»	28	»
Córdoba,	1	»	1,053	»	»	33	»
Entre Ríos,	1	»	944	»	»	31	»
Tucumán,	1	»	538	»	»	23	»

It is easy to estimate the immediate importance of this immense network of stations, situated, for the most part, on the telegraphic lines, to the eco-

nomic, agricultural, and maritime needs of the population near the coast, by its application to the daily prediction of the weather. The predictions have been actually published since the month of September, 1904, for observations made at 8 a. m., and are good for the 36 hours following. It is necessary to take into account that during the first years it was necessary to establish records of the different high or low pressures with their corresponding effects, in order to obtain a basis for predictions.

Besides the terrestrial meteorological service, observations are now being made in the Atlantic, to the south of the Equator, by the ships which go up the estuary of the Río de la Plata; and by means of these observations knowledge has been obtained about a large number of atmospheric disturbances which originate in Antarctic regions, and whose effects are felt between the African and American continents, although these latter only feel the weakened effects of what has happened in the open sea. From the information already obtained by this service one can estimate the great interest it has for navigation and science in this part of the Southern Hemisphere, and more particularly in the higher degrees of southern latitude in the Atlantic.

Besides the meteorological stations which have been cursorily dealt with, the Office has under its charge the magnetic and hydrometric sections formed in 1904.

The central magnetic station is situated at Villa Pilar, on the Río Segundo, in the province of Córdoba, and 52 kilometres to the south-east of the capital of that province. The observatory is composed of buildings specially constructed for the installation of the instruments necessary for the determination, in a precise fashion, of the three magnetic elements, and for their photographic registration, as well as the instruments indispensable to the study of atmospheric electricity and solar manifestations which bear a relationship to the magnetic disturbances, at the same time studying the upper strata of the atmosphere by means of kites and balloons.

The study of the determination of the elements of territorial magnetism in the greater part of the central region of the Republic is already far advanced, and will be continued until the whole territory has been embraced, leaving points of reference established in each province or territory, for the control of compass indications. It is hoped that next year the studies will be sufficiently advanced to permit of the publication of a more detailed edition of the map of isogons, which was published for the first time in 1908.

In Laurie Island, in the Southern Orkneys, where the meteorological station is established, the commission is in charge of the magnetic observatory, which has been fitted out under the best possible conditions for obtaining the greatest possible measure of success, both with the instruments for absolute determinations and with the registering variometers. In the station which is to be established in Wandel Island, situated about 65 degrees of latitude south, apparatus for the magnetic constants will also be installed. So that the observations of the Pilar, united with those of the Orkneys and those of the new station, will, in view of the immense surface embraced, give results of great value to this branch of science.

As regards the hydrometric service which has been established, one can already appreciate its advantages, for its gauges have already been placed in all the principal lakes and rivers, as well as in those of less importance in the interior of the Republic, and in the rivers Paraná, Higher Paraná, Uruguay, Paraguay, and La Plata. In this last system of rivers near the coast, the General Prefecture of the Ports of the Nation has co-operated, as far as possible, so that, thanks to the gauges previously placed by this administration, the height of the waters is received daily by telegraph and published in the weather forecast, which specially mentions their depth at the principal points.

This section is in charge, not only of the study of the importance of the water, but also of those which relate to its power as a motive force and its other practical applications. The researches of this section supplement to a large degree the meteorological studies, for they indicate the relationship which exists between the fall on the river basins and «thalwegs» and the mass of water carried down by the rivers.

The programme of the work of each of these three sections, although

they are independent and provided with different means of studying, tend towards the same end, for their results are compared one with another, and in many cases the alterations which are produced in one of the elements are those which engender the effects manifested in others, and it is to be concluded that the combined programme gives results more advantageous to the country and to the cause of science, than would three independent programmes.

XI.—Mountain and River System

The central part of the Republic, the most cultivated and most populous, that which stretches between the Cordillera of the Andes, on the west, and the Paraná and La Plata on the east, forms a plain which slopes slightly from the north-west to the south-east. It is scarcely interrupted by several depressions such as: the Salina Grande, which stretches the length of the line which divides the provinces of La Rioja, Catamarca and Córdoba, and of which the central part is scarcely 150 metres above sea-level; the depression which serves as a basin for the Mar Chiquita, in the northeast angle of the province of Córdoba; and a system of mountains called Mountains of Córdoba and of San Luis which after all is only a prolongation of the Mountain of Aconquija, in the same way that the Salina Grande establishes continuity between the Mountain of Ancasti (to the north) and that of Achala and Serrezuela (to the south).

The inclination of the Argentine Plain remains well marked by the hypsometrical figures of the maps of the railways of the West, of the Pacific, of the Great Western Argentina, of the Central North and of the railway from Buenos Aires to Rosario, in their section from Sunchales to Tucumán.

At the western extremity of this vast plain, on the frontier of Argentina and Chili, rises the Cordillera of the Andes with large and elevated plateaus and several lateral chains to the north and to the centre, and one single chain from which the land descends gradually towards the south.

The Cordillera commences on the north by the great Plateau of Despoblado (deserted) which is the continuation of that which forms the desert of Atacama and which, in the territory of Jujuy, takes the name of Puna of Jujuy. Two great lakes exist on the heights of Puna. One is that of Toro, to the south, and the other that of Casabindo to the north; their waters are salt and they have abundant deposits of salt on their banks. This wild region, with its scanty pasturages, provides little food for cattle. From this plateau which rises to a height of 3,500 metres, proceed various chains of mountains whose summits are covered with perpetual snow. The western chain called Cordillera del Agua Caliente, has its culminating point more to the south, in the snows of Cachi (6,500 metres) and of Acay (6,000); the middle range has its summit in the snows of Castillo (6,000) and of Jujuy; it forms the great wall of the valley of Humahuaca, while the chain nearer to the beginning formed by the mountains of Zenta and of Calilegua descends gradually from its elevation until it loses itself in the plain of Chaco. These ranges continue to the south and break up the ground of the province of Salta. The mountain range of Jujuy which extends into the province of Salta and traverses it from the north to the south under different names, but principally under those of the Plateau of Cachipampa and of the Mountains of Quilmes, penetrates into the province of Tucumán under the name of Mount of Aconquija. This last enters the province of Catamarca dividing into three branches which are: to the east, the mountains of Alto and of Ancasti; to the centre, those of Ambato, and to the west those of Atajo. The mountain of Ambato is extended in the province of Rioja by the mountains of Mazan and of Velasco and nearer south in the province of San Juan, by the Mountain of La Huerta. To the west of the Mountains of Velasco and joined to them by a transverse chain rises the Mountain Famatina, famous for its rich minerals. This veritable Andine chain whose culminating points are the snows of Famatina (6,204 metres) and the Cerro Negro (4,500) is prolonged to the south, in the province of San Juan, by the Mountain of Tontal and nearer south still by that of Paramillo, in the province of Mendoza. In the province of Buenos Aires, far from every mountain, in the middle of a

vast plain, surrounding the two chains of hills, are the mountains named Tandil and Ventana (window). All the mountains of Argentina are more or less rich in usable mineral; but they are little worked at present.

The hydrographic system of the Republic contains three great groups; that of the tributaries of the La Plata; that of the rivers and the water courses which empty themselves in the basins, the lakes, or the lagoons, or lose themselves in the chalk cliffs of the coast, the salt-plains or in the porous soil of the Pampas; and finally those water-courses which flow into the ocean.

To the first group belong all the rivers and the streams of Misiones, Corrientes, Entre Ríos, Chaco, Jujuy, and of Salta and part of the watercourses of Santa Fe, Córdoba, and of Buenos Aires. The second group is constituted by the basins of the provinces of Tucumán, Catamarca, Santiago, La Rioja, San Juan, Mendoza, San Luis and the greater part of that of Córdoba and a smaller part of that of Buenos Aires. The third group comprises a part of the watercourses of Buenos Aires and all the basin of Patagonia. The basin of Buenos Aires therefore belongs to all three groups.

One must add to all these watercourses a great number of lagoons of fresh and salt water scattered principally over the provinces of Buenos Aires, the south of Santa Fe, of Córdoba, of San Luis and over the Pampa district; a great number of rivers and torrents which abound, above all in the provinces of Corrientes, and finally the Andine lakes, which are not rare. Here remain to be mentioned also the gorges which abound in the Provinces of Buenos Aires, Santa Fe, Córdoba, Santiago and Chaco. These gorges are erosions that the rain waters have made on the great slopes of the ground in the manner of river-beds and lead to depressions of the ground to form lagoons. At the season of the rains, they are filled with water and then assume the aspect of a river, but for the greater part of the year they are dry.

The Río de la Plata is formed by the junction of the rivers Paraná and Uruguay. It forms a large estuary, something like a gulf, which carries to the ocean the waters of a basin which has nearly 4 million square kilometres in area, and which occupies nearly a quarter of South America. The estuary is at the commencement, nearly 45 kilometres wide, but it spreads gradually until, 350 kilometres lower, between the capes Santa María, on the eastern side, and San Antonio or Punta Hasta on the Argentine side, it loses itself in the ocean. Between these two capes, there is a distance of about 180 kilometres and the estuary covers at this spot an area of about 35,000 square kilometres.

The Paraná rises with two principal arms, the Río Grande and the river Paranahyba, on the western slope of Mount Espinhazo (Brazil) on one side, and on the southern slope of the Pyrenhos mountains on the other. Paraguay, the principal tributary of the Paraná on the right bank, has its source further in Brazil, at 14 degrees south latitude, and 58 degrees longitude, west of Greenwich. El Pilcomayo rises in the mountain system of Despoblado and the Bolivian Plateau. The Bermejo also comes from the same system where it is formed by the union of several tributaries. The Río Salado (salt) takes its source in the snows of Acay and of Cachi (province of Salta) the river Tercero, in the Mount of Comechingones, department of Calamuchita (Córdoba) between the junctions of the Santa Rosa and of the Grande with their tributary the Durazno, and of the Cruz with its tributary the Quillinzo.

The river Uruguay rises in the same chain of mountains on the Brazilian side, almost opposite the island Santa Catalina where the Paraná has its origin. It enters the Argentine territory going in a westerly direction and receives on its right bank the Pepiri-Guazú, it produces at 27° 20', a little above the mouth of the river Mberuy, the Salto Grande (the great waterfall), whose waters fall from a height of 2 to 5 metres according to the rising of the river. Besides these, the Republic has many other rivers of lesser importance; as also a good quantity of lakes whose names may be seen in the article on hydrography of the *Argentine Geographical Dictionary*, by Latzina (Year 1899).

XII.—Mines and Metallurgy

The elevated regions of the Cordillera of the Andes—which forms the backbone of South-America—as also the chains of mountains with their numerous and complicated topographical reliefs and the ramifications which exist in the Andine provinces, from the extreme south of Bolivia to the south of Mendoza as well as the national territories of Neuquen, of Chubut, of Santa Cruz and of the Tierra del Fuego down to the extreme south of the Republic, that is to say down to Cape Horn, are known as regions which contain a great quantity of minerals, such as are found in the more central provinces like San Luis, Córdoba, Tucumán and in the territories of Central Pampas and the Andes: in this last a great number of borax mines exist. The territory of Misiones has mines of natural copper; but the veins of this metal are rare and the copper is found in small deposits. No investigation has been made on this point: but as formerly it was occupied by one of the principal settlements of the Jesuits and as it is known that they possessed great quantities of gold, it is generally believed that the mines that the Jesuits owned were closed at the time of their expulsion. There has been no serious and continuous exploration made in this region and it is probably because of that, that the gold mines at this point have not yet been discovered, though quarries have been found from whence the building materials can be extracted.

Since far distant times the mines in the Andine provinces have been worked, specially in the north of the Republic; it is recognised that at the time of the domination of the Incas and the Aztecs great quantities of gold and silver and other metals were obtained from different regions more to the north, as it is easy to prove it by the remains which still exist in many places; but it is a well-known fact that up to the present time it has not been possible to discover the rich mines from whence the enormous quantities of gold that are known to have been found have come.

Nevertheless there are not wanting traditions to allude to localities where it is supposed that these mines are hidden. It would not be difficult in fact to write a book on the abandoned gold mines that are said to exist in different parts of the Republic. It is a known fact that several companies have been formed to look for the lost gold mines, especially one of the best indicated, that in the mountains of Famatina in the province of Rioja. The time when these explorations of the mines were begun in the Argentine Republic cannot be exactly determined: but the remains of certain special kinds of antique pottery show without doubt that the mining industry has existed there for a long time. We can then be sure that it was very advanced in that period of civilisation which can call itself the first epoch of mining industry.

We may consider that the second epoch began with or after the Spanish conquest, as is shown clearly by the important works effected by Pizarro in the silver mines of Pizco and afterwards in the rich mines of Potosí.

The Spaniards continued to work the mines, and the operations that they attempted for this purpose, as well as the enormous quantities of precious metal extracted from the mines led the king of Spain to promulgate a law of the mines known under the name of *Ordenanzas de las Minas*.

It is curious enough that, according to a document in the possession of the author of these lines, the king ordered the closure of all the gold and silver mines which existed in Spain. This law was in force in South America for a long time and in the Argentine Republic until 1887, the time of the promulgation of a new law for the mines.

After the declaration of the independence of the Argentine Republic the mines were taken some notice of, and work was done at intervals when the peace of the country allowed it. It is believed that the first registration of the mines was begun in 1810 by the viceroy Baltasar Hidalgo de Cisneros. The registration was closed in 1825 and is now to be found in the official Archives of the province. The two Jesuit brothers, Leita and Echevarría, Aragons, who came to this country to look once more for the lost gold mines of the Jesuits in Famatina, province of La Rioja, figure on the Register as

asking three concessions of silver mines in the district of La Caldera, on the 31st. August 1810, although Martín de Moussy in his History of the Republic has denied their existence.

The provinces possessing mines are: Mendoza, San Juan, Catamarca, Salta, Jujuy, Tucumán, Córdoba, and San Luis.

In all these provinces with the exception of that of Tucumán concessions of mines have been accorded to several individuals; but many of these concessions are bound to be abandoned, because they have been obtained in order to make a speculation of them and not to be seriously worked.

The principal metals obtained in the veins of the mines of different districts consist of gold, silver, galena and argentiferous lead, mixed sometimes with antimony zinc and iron. No important iron mine has been discovered up to now, but mines of bismuth, copper and coal, lignite, rock-salt, etcetera, exist. The borax mines are found in the northern part of the Republic, that is to say in the provinces of Salta, of Jujuy, and in the territory of the Andes. There exist also many other metals of commercial value which could be employed in building, in works of art, and for paving. In some mining districts such as the mountains of Famatina, copper mines abound, some of the veins of copper being mixed with silver or gold; they have been worked at intervals for a long time with good results. The same class of metal is found in the mining districts of San Juan, Mendoza and Catamarca. One of the principal companies of this last province has worked mines of this class, that is to say ore containing gold and silver, in the mountains of Capillitas. This company was represented by Mr. Samuel Lafone Quevedo, who, during about 35 years has had in his charge the direction of the mines and of the metallurgy in the district mentioned. The foundry which is near Pilcian, at a considerable distance from the mines, constitutes the biggest establishment of its kind in the whole of the Republic.

The ore was transported by mules and smelted in the said establishment. Reverberatory furnaces were used, and the gold, the silver and the copper were refined to a high standard, and they as well as the inferior part of the copper obtained a high price in the English market.

The mines and the establishment of which we have just spoken passed to an English company formed to work the mines and smelt the minerals in furnaces of various systems. This company has begun and made preliminary studies in order to construct an *alambre carril* to transport economically the minerals from the mines to the smelting establishment.

This *alambre carril* is divided into 4 sections, so that the company is able to transport all the minerals that it needs. More to the west in the province of Catamarca there is a long chain of mountains more or less parallel to the chain of the Andes where there are various districts which contain minerals, but which have not been worked properly. It is hoped however that with good railway communication in this province the various mining districts that it contains could be worked with profit.

The province of Rioja, to the south of Catamarca has always been considered one of the principal producers of minerals of the Republic.

In it is the famous Mountain of Famatina, where several mining districts exist which contain minerals of different classes. Some of the districts, such as Cerro Negro, Calderas, Tigre, etc., contain silver mines of different types and qualities but the decline in the price of this metal has caused the owners of these mines to abandon the workings in several parts. With better means of communication it is beyond doubt that many of these silver mines could be worked. The principal copper mines of this province are situated in the Mountain of La Mejicana, more than 18,000 ft. above sea-level. Probably the richest of the latter mines is that of «Upulungos» which was worked for several years by Mr. William Trelvar; the ore was then transported to the establishment of Tilimique to be treated. The ore was smelted in the reverberatory furnace with a resultant high percentage of pure metal: it contained at least 60 to 65 % of copper with a fairly high proportion of gold and silver. In the good seasons the *regulus* obtained good prices in the English market. Mr. W. Trelvar possessed also copper mines of great importance in a district called Bayos and now a shaft is being dug to commence upon some of the veins in the district of San Pedro.

This vein of ore contains a great quantity of copper, of gold and of

silver. In the region called «El Oro» where there are many mines of this mineral, only a little one, that called *San Guillermo* is being worked. In that of Agua Negra, the copper mines are also worked. In several parts of Corrales, Rio Blanco, etc., there are mines which have been worked; it is believed that the most important is the *Mariposa de Oro*.

In former times some exploiting was attempted in the region of Los Llanos. The mines are of a mixed kind, and the veins appear to contain copper, gold and silver. Recently they have awakened a new interest. Several years ago they were worked in the mining district of Jaque near Vinchina, principally those which contain copper, cobalt, and nickel. Lately these mines have been once more placed in a working condition. The most important exploitation is that of Messrs. Gare and Erickson.

In 1904 La Mejicana was put into a condition to be exploited. This mining district belongs to *The Famatina Copper and Gold Syndicate* which has begun this exploitation on a considerable scale with German capital. This company has already opened various galleries, and in this manner new veins have been discovered. About 300 miners are employed and the prospects are encouraging. Other mines in this district are also worked, they belong to M. J. Cibils Buxareo; the mineral is smelted in the same place as the workings are. In the district of La Mejicana 50 concessions, more or less have been exploited, but now that the *cable carril* has been installed there is no doubt that the number will continue increasing, and that the mining industry in this region will take a great step forward.

The next region, the nearest, going towards the North, is that of San Juan, where various concessions have also been accorded, but the number of those actually worked is comparatively few; the means of communication, a good market, and conveniences being lacking, as well as sufficient capital. A gold mine abandoned some time ago by an English company was subsequently opened afresh by a French engineer M. Sabatier who employs the process of cyanide for the extraction of the gold—a process which has given him some good results.

The province of Mendoza is also remarkable for the different classes of mines which it contains. In this province only a few mines are worked at great intervals. There are petrol deposits, coal, copper and silver mines and a manganese mine which contains some gold; the best of these mines belongs to Dr. Salas; its ore is of a good quality and by a happy chance the chemist of the Casa de la Moneda has discovered that the ash of this coal contains vanadic acid in a sufficient quantity to make from it a product of great value.

The provinces of Jujuy and of Salta have a large number of gold mines, of copper, silver and some veins of auriferous quartz as well as deposits of lignite and of borate of limestone. The mines of borate of limestone, in this province, are worked by a Belgian Company with profitable results. The continuation of the Central Northern Railway as far as Bolivia will without doubt bring about a great mining development in this region.

In the province of Tucumán there exist traces of an ancient establishment for the exploitation of mines of gold and silver which however have not excited attention. The mines of the province of San Luis have also been worked by some Argentine and foreign companies; but for these also the cost of transport was too high to leave an appreciable profit which would permit of continuing the exploitation on an extensive scale. The mines of galena, of copper and of gold are those which predominate; there are also some deposits of manganese. The mines of Córdoba were sufficiently renowned in the past, but for various reasons the work in these mines was suspended. Lately, however, they have again attracted attention and a strong company has been formed at Buenos Aires in order to construct some establishment to smelt the minerals extracted from the mines of Córdoba and other provinces. It is believed that this movement will give a great impetus to the mineral and metallurgic industry of the region.

As we have already said there exists in the territory of the Andes a number of estates which contain borate of limestone. This mineral is of very good quality; but the usual method of transport by mule is dear and uncertain; and in consequence the working of these mines, and the transport of the raw mineral to Europe does not allow of a large profit. Nevertheless if

the mineral was calcinated as at Jujuy and in Chili no doubt the profit would be higher. In the territory of the Central Pampas formerly various copper mines had been conceded; but they remained un worked: lately they have been applied for afresh and conceded.

In the territory of Neuquen there is a great mining movement; there have been many concessions and the majority of mines are being worked. The *placers* of gold (auriferous sand) and of auriferous quartz and the mines of galena are especially exploited. Many years ago coal of good quality was also found there, and for the purpose of exploiting the deposits of coal several concessions have been applied for. Probably we shall shortly hear them spoken of as a new discovery.

In the territory of Río Negro various mines have been conceded, and in that of Chubut the number rises to about 2,500; but these *placers* of gold have never been thoroughly examined even when a London syndicate sent several mining experts to attempt it. As generally happens, the little capital sent by the syndicate was absorbed before they were able to undertake any serious work. It is believed, nevertheless, that these mines will shortly arouse a new interest. In the territory of Santa Cruz and of Tierra del Fuego it is thought that there are some gold mines, and several of them have been examined.

There is also in view the dredging of several watercourses in the South with special machines for the extraction of the gold which it is supposed must exist there. Encouraged by the results obtained in this dredging a company has been formed in Buenos Aires in order to explore and work the auriferous sands of various river-beds in the provinces of Jujuy, Salta, La Rioja, and San Juan, with machines of the most recent type. The company has obtained rights on several rivers of these provinces.

In Buenos Aires also a company has been constituted for the extraction of salt from the salt lakes of the province of Buenos Aires, and its operations are being effected at the present time on a large scale. The salt is refined in order to meet various demands and it has been proved that its quality is superior to that of the renowned salt of Cádiz. Therefore the Commissioner and the Spanish member of the judges' committee adjudicated to it awards in the Chicago Exhibition of 1893, in which the Company gained the highest award. The analyses made in this country and in England have proved that the Spanish Commissioner was not mistaken. Other salt lakes exist in the territory of Chubut; various concessions have been apportioned which were afterwards transferred to some companies who are working it. The same conditions obtain in the territory of Río Negro.

The Argentine Republic has an immense area and contains considerable riches in mines, which if they are developed in a suitable steady and economical manner will without doubt produce good results; but it cannot be asserted that all the mines will have an equal value. It is recognised by every one who inhabits the country that these mines are the most varied, the most extensive and the most important in any region in South America. But up to the present the lack of means of economical, rapid and efficacious transport from the distant regions where these mines are generally situated has caused a loss of ground in the working of them. As the governments of the provinces cannot establish a good system of transport the attention of the Government has been directed towards this important matter. The first result of this intervention has been the construction of the *cable caril* of Chilecito in the mountains of La Famatina, in the province of La Rioja.

In the south of the Republic at Comodoro Rivadavia there have been discovered some important petrol springs, of which the working, which is effected today with powerful machinery by the National Government, is destined to make a veritable economic revolution in the Republic, if, as everything leads one to hope, it is produced in the proportions which are expected.

Up to the present only official workings have been seriously undertaken at Comodoro Rivadavia where the springs were discovered in December 1907 by a boring of 540 metres known as Number 2; as for Number 1, made in 1904 to a depth of 175 metres it was not made with a view to the discovery of mineral oil.

Since then the efforts of the Direction of Mines of the Ministry of Agri-

culture have been directed to opening up the springs fully. During the first three years and up to the end of 1910, in spite of the few tools and resources which were at their disposal they made 5 other, among which was that contracted borings by for private enterprise, which took fire on account of the great quantities of gas encountered at a depth of 180 metres.

In all the other wells, petrol or gas was met with at depths of 540 metres, more or less, and that at last decided the Government to give great attention to these new natural riches. It was then that a law authorised the Government to reserve 5,000 hectares of petrolic land, and afterwards, when the boundaries of the area were fixed by the decree of December 24th., 1910, a commission, charged with the working of the deposits, was appointed.

As a preliminary measure, the Commission visited the zone indicated in January 1911. The general impression of the Commission was excellent, when they saw the petrol flowing spontaneously from one of the wells, Number 7, an indication so favourable that there no longer remained any doubt that they had met with rich petrol-bearing areas and that the produce should be extracted by means of pumps. It is due to these impressions that the Commission resolutely started to accomplish its task.

At the present moment (November 1912) the workshops are built, worked by a Mirlees-Diesel motor of 100 horse-power, which itself uses petrol; the warehouse depots, the buildings for the administration, those for the chief officers and for the workmen have also been built. The old wells have been cleaned, and Numbers 8, 9 and 10 have been bored, all with success. Already at Comodoro Rivadavia there are 2 reservoirs of 6,000 cubic metres out of the four acquired, and one is partly fitted out: eight reservoirs of from 200 to 400 cubic metres for water and petrol; there has also been installed the material for the construction of a quay out to the deep water, a work which will be ended next February; 30,000 metres of pipes for conveying the water have been transported to Comodoro Rivadavia and 8,000 metres of them has been placed.

Besides this, there will arrive before the end of the year 1912 an installation of pumps for raising 250 tons of petrol an hour, and others for conveying the petrol from the secondary reservoirs into the principal ones after extraction from the wells with suitable installations. At the end of 1912 the wells Numbers 11 and 12 lately begun will be finished, and at this date a chemical laboratory will be working under the direction of a specialist in order that the composition of the product may be ascertained, and finally they have acquired, and in the first months of 1913 will install, a distilling works for 100 tons a day destined for the extraction of the volatile matter of the petrol and to furnish to the navy a product free from all danger.

As to the output of the wells, it is not yet possible to give an exact figure, for, the storing reservoirs not being ready, the Commission has considered excessive pumping to be prejudicial, limiting the production to what is necessary to satisfy the demands of the Comodoro Rivadavia railway to the lake of Buenos Aires, which has already received more than 4,000 tons of petrol, and those of the establishments which execute the work of exploration, besides those of the numerous firms who construct internal combustion engines who have wished to try the production.

Nevertheless, the commission believe themselves able to affirm that it will be possible to extract during the first months of 1913 a minimum of 5,000 tons a month.

But the result of the work done has an importance infinitely superior from another point of view, for not only have the preceding results been tested, but the effect of the work has been to discover two other layers of petrol, the deepest of which at 589 metres has yielded on trial, 10 cubic metres of petrol in one hour, and if by the boring, which they are still continuing, they discover others, it may be asserted that incalculable riches exist at Comodoro Rivadavia.

To give an idea of this wealth we may say that at Baku the springs, which are far from being exhausted, have already produced 150,000 tons of petrol a hectare, or 133 millions of tons in 888 hectares. If one admits this quantity as a maximum for Comodoro Rivadavia, the 300 hectares of petrol already known would afford a provision of 45 million tons of petrol, of

which the value, at the minimum price of 20 \$ a ton, represents 900 million pesos, or nearly 2 thousand million francs.

It may be remarked that these calculations do not include the possibility of finding layers of petrol which are lighter, and consequently of more value, for this petrol contains greater quantities of naphtha, of benzine, of petrol, etc., and that we refer only to an essentially combustible petrol.

XIII.—Agriculture.

Those who possess a complete economic and geographical knowledge of the Argentine Republic can affirm without hesitation, that few countries in the world are in a position analogous to that of Argentina which has enabled it to convert itself in a short time into a source of European grain supply.

Argentina possesses an immense and fertile territory (3 million square kilometres): it is favoured by a temperate climate, and, in its great territory, does not suffer extreme temperatures; it is watered by such great rivers that they are like seas, it enjoys the most agreeable and safest navigation in the world, which puts it in rapid communication with the centres of consumption of the Old World. It is admirably adapted to attempting and applying all kinds of cultivation.

In order to appreciate to the full the importance of the extent to which agriculture can develop in Argentina, it is sufficient to consider this fact; that of more than 300 million hectares which compose the territory, in deducting the 30 % occupied by the woods, the rivers, the lakes, the towns and the villages, there remain available for agricultural and farming purposes 200 million hectares upon which 35 to 40 millions of inhabitants can live.

The actual population (January 1st. 1913) of the Argentine Republic is 7½ million inhabitants, and its cultivated surface in cereals and flax is 11,943,816 hectares, without counting 8,363,216 hectares of other crops, which are distributed thus; plants fit for fodder, 7,408,855 hectares; arboriculture, 608,626 hectares; industrial plants, 229,221 hectares; vegetable culture, 116,514 hectares.

One sees how small the cultivated part is and what an unlimited area is open for the workers of the whole world who can here find well-being and fortune. On the other hand one understands how great the necessity is for the Republic to supply by means of immigration, men who are willing to work the immense spaces of its territory. This also explains why since the earliest times of the national organisation the chief preoccupation of statesmen who have successively governed the country has consisted in attracting to this country the surplus of European populations.

The history of colonisation in Argentina is short, said a competent author, but the results obtained show the excellent conditions of the country for the development of agriculture, from all points of view from which one considers the question; climate, fertility, the very low price of ground, means of communication, etc.

In Argentina wheat, maize barley, oats, rice etc., are cultivated; the conditions of the climate and soil are excellent for maize in all parts of the country, but it naturally yields a produce of higher value in the hotter region, that is to say in the provinces and territories situated in the North.

The other cereals yield abundant produce in the provinces of Buenos Aires, Santa Fe, Entre Ríos, and Córdoba. They are also cultivated, with excellent results although in lesser quantities, in the provinces of Mendoza, San Juan, Santiago del Estero, Catamarca, and La Rioja, as well as in the national territories of the South, specially in Pampas, Chubut, Río Negro, and others, because the climate of these regions is the best for the cultivation of cereals, and their soil is very fertile.

In spite of that all the cereals are not cultivated in the same proportion. Preference is given to wheat, which occupies perhaps half of the cultivated land of the Republic. Maize comes second, and fills a quarter of the cultivated expanse. The other cereals are cultivated on a smaller scale, and altogether occupy the other quarter.

The culture of cereals is carried out in Argentina according to absolutely primitive systems. For wheat, for instance, the ground is only prepared once a year, in May, June, or July; and is at once sown by hand, or by means of sowers, employing 60 to 70 kilogrammes a hectare.

No other work is done up to the harvest-time, which comes in the months of December and January. One portion of the wheat is kept for sowing the following year.

Maize is sown in the spring, that is to say in September, or October, in furrows 40 or 50 centimetres apart, and in earth only once prepared. Virgin ground is worked twice before sowing. In some provinces the earth at the foot of the furrows is burnt, nevertheless, it is a custom which is beginning to disappear, because it is believed that it augments the possibilities of drought. When the heads of maize are ripe they are gathered by hand, in the months of March or April. It is threshed by means of machines worked either by hand or by steam: these last are the most used, principally in the province of Buenos Aires.

The harvesting of wheat, of oats and of other cereals is done by means of reapers.

There is no intensive cultivation of other cereals, owing to the scarcity of labour and the large tracts of land at the disposal of the agriculturist. With those means of culture which are chiefly in use good results are obtained, because the ground is very fertile. But if the European farmer who cultivates the soil of Argentina employs more rational and more perfect means it is beyond doubt that with a small increase of expense he will double the quantity of his produce.

The production for each hectare naturally varies between one region and another of the Republic according to the fertility of the soil, the seeds employed, the methods of cultivation, etc.

In those parts that have been cultivated for a long time, it is certain that a limited yield is obtained, although always remunerative because the elements of production, and especially the ground, are cheap. In the new colonies and in the national territories, formed of virgin soil of a surprising fertility, the production per hectare is very great. One can say that the maximum and minimum of the production of wheat varies between 4,000 and 1,000 kilos a hectare and that of maize between 7,000 and 3,000.

Naturally these maxima and minima vary very much according to the source of the seed, the quality of the soil and the latitude.

Russian and Hungarian wheat, sown in the south of the Republic, have yielded almost 1,500 kilos a hectare in the regions of Tres Arroyos and Coronel Suárez. French wheat seed has yielded in the south-east of Buenos Aires as much as 82 kilos a hectolitre while *barletta* has reached in the south of that same province 85,200 kilos, reaped at *Las Martinetas*, in the region of General Lamadrid. At Córdoba, in the departments of Juárez Celman, Tercero Arriba, Tercero Abajo and Río IV, the produce upon an average was 1,200 kilos a hectare and 83 kilos a hectolitre. In Chubut, in irrigated lands, 86 kilos a hectolitre has been obtained.

It must not be forgotten that good soil, that is to say lands suitable for giving good and abundant harvests are very common in the Republic, and particularly in the southern part.

Agriculture continually progresses, the production of cereals grows year by year; one can tell this by the quantity of agricultural machines imported during these last years:

YEAR	PLOUGHS		WINNOWING MACHINES		THRESHERS	
	Number	Value	Number	Value	Number	Value
1905	66,404	1,240,316	790	102,866	909	1,657,778
1906	84,948	1,308,082	785	130,290	1,136	1,812,700
1907	58,196	1,032,120	194	35,773	490	687,331
1908	29,775	548,198	98	39,740	969	1,313,107
1909	69,034	1,366,885	240	95,240	1,576	1,183,565
1910	99,556	1,870,225	297	93,792	807	995,840
1911	83,483	1,467,837	286	23,600	1,127	1,177,560
1912	48,089	764,228	606	136,624	477	585,497

Thus, during the agricultural year 1911-1912, 11,943,816 hectares of cereals and flax were sown, and the result of the harvest for the principal cereals was the following: Wheat, 4,523,000 tons; flax, 572,400; oats, 1,004,000; maize, 7,515,000; barley, 56,546.

The value of these products was estimated by the Direction of Statistics and of Rural Economy of the Ministry of Agriculture at 407,692,200 pesos paper, or 896,922,840 francs distributed in the following way:

Wheat	167,361,000	\$ paper.
Flax.....	41,488,900	" "
Oats.....	24,170,200	" "
Maize.....	173,315,000	" "
Barley	1,357,100	" "

The value of the four principal agricultural products, wheat, flax, maize, and oats, exported during the last four years 1909-1912 has been the following in millions of pesos gold:

PRODUCTS	1912	1911	1910	1909
Wheat.....	97·7	80·7	72·2	106·0
Flax.....	35·1	33·6	44·6	43·7
Maize.....	110·6	2·8	60·3	58·4
Oats.....	21·7	11·7	8·2	10·1

It is well to notice in passing that the value of the whole agricultural and pastoral production of the year 1911-1912 amounts, following the estimate made by the said official administration, to 1,123,830,100 pesos gold, or 5,619,150,500 francs (£ 224,766,020), an amount which is distributed in the following way:

Value of the agricultural and forest production.....	672,912,190
Value of the pastoral production.....	394,917,910
Value of the mining production.....	42,000,000
Value of shooting and fishing.....	14,000,000

An amount which converted into pesos paper, at the rate of 227·27 % gives 2,554,159,318 pesos paper.

Calculation of the Expenses of Exploitation and of the Agricultural Yield

It is very difficult to establish a calculation more or less exact of the expenses necessary to set up an agricultural establishment, just as it would be premature to prognosticate its yield, because all this is subject to many different influences which vary infinitely.

However taking average figures I am now enabled to give, for a family of four or five people proposing to cultivate one hundred hectares of wheat, the following estimate, for the first year of working.

2 Sulky ploughs.....	528	francs.
2 triple harrows.....	198	"
1 roller.....	110	"
1 reaper	990	"
20 oxen.....	2,200	"
2 horses.....	220	"
2 carts.....	880	"
Harness, chains, tools.....	220	"
House, well, enclosure, corral.....	2,640	"
Total.....	7,986	francs.
	(£ 320)	

The family or the colonist who does not possess any capital will easily find in Argentina rich proprietors or colonizers who will furnish him with all the necessary animals, as well as the stock of tools, the seeds and the necessities of life. After the harvest the seed is set aside, the expenses are counted and the rest is divided into two equal part; one is given to the proprietor and the other remains as a profit to the colonist. It is in this fashion that the greater part of the immigrants have begun to earn money which has permitted them afterwards to become proprietors.

If it is a case of immigrants with no family there is another form of working which also gives them excellent results: they settle with a colonist who is possessed of a certain amount of capital, as people interested in cultivation, lending their co-operation from the time of the preparation of the ground (April) until the threshing. They receive, in payment of their services board and lodging plus 6 or 7 % of the raw produce of 100 hectares. They place out at interest the sums thus received during 3 or 4 years, and then find themselves in a position to buy the necessary implements to become themselves holders of land. Three or four years later they buy land for which they pay pro rata, and are not long in becoming proprietors. The people who, in this way, are successful in acquiring vast expanses of land and have realised large fortunes, may be counted by hundreds.

When he has succeeded in becoming a proprietor the Argentine colonist or farmer has before him an assured future, because the profits which he obtains each year increase continually in geometrical progression, provided, of course, that he is not pursued by ill-luck, which is rare. To give an idea of the net profits it is possible to obtain I have made out the following calculation which, based on figures subject to some variations gives only an approximation, it is true, but one which is nevertheless of great value.

Approximate Calculation of Expenses and of the Produce of 100 hectares sown with wheat.

Expenses:

Preparation of the ground, 2 dressings and 1 scraping, 100 hectares at 7·04 francs.....	704
Sowing: distribution of seeds & scraping, 100 hectares at 0·88 francs.....	88
Seed: 6,500 kilos at 22 francs per 100 kilos.....	1,430
Harvest: mowing & cocking, 100 hectares, at 13·20 francs.....	1,320
Threshing: 120,000 kilos of grain at 2·20 francs for 100 kilos.....	2,640
Sacks: 1,500 at 0·44 francs each.....	660
Transport: to the depot, the port or the station, 120,000 kilos at 1·10 francs per 100 kilos.....	1,320
Rent: 100 hectares at 26·40 francs (about).....	2,610
General expenses: repairs, stock of tools, amortization, management, machines, etc.....	1,320
Total Expenses.....	12,122
	(£ 485)

Receipts:

Sale of 120,000 kilos of wheat at the rate of 15·40 francs per 100 kilos.	18,480
Deduction of expenses of cultivation.....	12,122
Net profits for the colonist.....	6,358
	(£ 254)

The above named figures correspond to the estate «La Vizcaína» situated in the province of Bolívar, which is composed of 50,000 hectares of land given up to agriculture: it is the largest agricultural estate in the Republic which belongs to a single person and is rented by a single tenant. It should be remarked that on the whole the country is high, it has never suffered from an invasion of locusts: that the layer of soil is thick and that the estate possesses within its bounds two railway stations besides a third one situated 4 kilometres away which enormously facilitates the harvest freighting.

This statement does not exactly depict the situation of the farmer, for land destined for agriculture is let out for four years, and four years can give as many as 6 harvests (3 of wheat and 3 of maize) which diminishes the average expenses and in proportion increases the profits.

As regards flax, one can use the same table, estimating the 100 kilos of seed at 9 pesos (20 francs), and the cost of threshing each hundredweight at 2·65 francs (1·20 £).

XIV.—Breeding.

After having spoken of agriculture and of its future, we should mention the second source of wealth of the Argentine Republic: Breeding.

As a result of the rapid increase in the value of the land, of the multiplication and the selection of cattle, the old methods of breeding underwent a



MURTRA

Agricultural work.—Ploughing.



MURTRA

Herd of heifers of pure race by cross-breeding.
The establishment of Mr. J. Cobo.



MURTRA

Herd of pure-bred cows.—The establishment of Mr. J. Cobo.

*



Yorkshire mares and foals.—Establishment of Mr. J. Cobo.



Country scene.—(Province of Buenos Aires.)



A herd of cows.—Establishment of Mr. J. Cobo.

radical transformation throughout the country several years ago. The traditional *estancia* where the animals were pastured on vast tracks bounded with wire fencing, exposed to all inclemencies of weather, and having no pasture but the poor grass of the pampas, the *estancia*, we say, is rapidly developing into the carefully-kept farm where artificial meadows and lucern-fields which sometimes reach the size of 5,000, 10,000, and 20,000 hectares and more, are being created; that is to say, dimensions which appear extraordinary to a European.

The scientific rearing and breeding of animals and the cultivation of the enclosed land, says a distinguished writer, has created a true pastoral industry (1).

Stables and shed replace the old «corral». From the railway station the rich owner drives in a carriage to his *estancia*; the old and rustic dwelling has been converted into a country house, sometimes even into a castle, with its park and its garden. Some *estancias* exist about a hundred leagues from Buenos Aires which were veritable deserts in the hands of the Indians, and to-day are crossed by carriages harnessed in the English style, and where the owners receive their guests in sumptuous dwellings where they dine in evening dress. The European breeders have made the «gaucho» retreat to the confines of the desert.

Nothing is more difficult—and we will not make the attempt—than to say which are the most important breeding centres of the Republic, as regards their extent, the number and the kind of their animals, or the magnificent residences which their owners have erected there. What is certain is that these establishments may be counted by hundreds and even by thousands.

However, although exposed to inevitable omissions we will cite the *Estancia San Juan*, founded by M. Leonard Pereyra, at 40 kilometres from Buenos Aires; the *Estancia San Jacinto*, of Mrs. Marie Unzué de Alvear; the *Estancia La Gloria*, of the estate Santa Marina, situated at Laprida; the *Estancia Huete*, of Mrs. Concepción Unzué de Casares; the *Estancia San Jacinto* of M. Saturnino J. Unzué; the *Estancia Las Palmas*, of Colonel Alfred T. de Urquiza; the *Cabaña San Gregorio*, of the estate of Mr. Gregorio Villafaña; the *Estancia San Pascual del Moro* of Messrs. Adolfo and Rufino Luro; the *Estancia Chapadmalal*, of Miguel Alfredo Martínez de Hoz.

In all these establishments and in many others which we have not mentioned in order not to extend this enumeration, thanks to the intelligent efforts of their owners to introduce into the country the best breeds of cattle, of sheep, and of horses from the most renowned European establishments, one can see to-day breeding animals of great value, selected or imported by methods which have brought the stock to a high degree of perfection.

All the breeders, even the smallest, have understood the great advantages which the selection of their animals by cross-breeding brings them, and that has caused considerable progress in the breeding.

The statistics of importation for the last ten years are as follow:

(1) M. P. Groussac, «Costumbres y Creencias populares de las Provincias Argentinas», lecture given at the World's Congress of Chicago, June 4th, 1893, and published in *La Nación* of October 23rd, 1893.

YEAR	Asses, Heads		Horned Cattle, Heads		Horses, Heads		Mules, Heads		Sheep, Heads		Pigs, Heads	
	Quantity	Value \$ gold	Quantity	Value \$ gold	Quantity	Value \$ gold	Quantity	Value \$ gold	Quantity	Value \$ gold	Quantity	Value \$ gold
1903	12	1,500	686	162,970	36	16,000	—	—	1,295	39,130	16	650
1904	59	5,330	937	256,186	123	55,260	1	200	3,084	127,204	330	7,536
1905	220	33,300	1,774	427,576	327	134,785	—	—	5,432	220,687	120	8,609
1906	254	45,820	2,406	866,699	787	318,074	11	4,500	5,624	261,082	275	15,861
1907	333	13,118	1,127	209,446	662	187,524	—	—	2,584	135,015	733	28,010
1908	142	26,923	1,082	284,627	783	186,159	38	1,267	3,337	215,474	634	12,580
1909	36	7,680	790	355,783	521	194,981	—	—	1,221	123,176	97	4,534
1910	37	5,710	723	245,037	754	229,842	1	48	1,246	76,878	22	2,255
1911	19	3,650	512	88,047	507	110,435	2	100	468	27,234	18	630
^v / ₁₂ 1912	15	1,120	560	54,360	189	39,090	—	—	870	5,075	38	1,420

These figures reveal by themselves the importance which the Argentine breeder attributes to the improvement of the breed of his animals. The prices paid for these animals are sometimes exaggerated, for 40,000 pesos, or 88,000 francs have been paid for a bull; but the owners willingly go to this expense in the certainty that such progenitors will bring them considerable profits.

The space at the disposal of the development of breeding in the Argentine Republic is still almost unlimited. In order to convince oneself of this, it is enough to remember that, on the 120,000 square leagues of the land two thirds, or about 80,000 leagues are fit for breeding and for agriculture.

Of this immense expanse 30,000 square leagues may be cultivated at once with cereals and fodder in the coast provinces, in that of Córdoba, and in the territory of the Pampas. There will remain then 50,000 leagues exclusively for breeding without counting the millions of animals which can be fed in the cultivated district on the intensive breeding principle. This area will allow of the existence of 40 million horned animals and of 200 million sheep.

As to the stock of cattle of the Republic, the last serious and official inventory of which we know is that of the Agro-Pastoral Census of 1908, voted by the Congress and executed by a Commission presided over by the author of these lines.

This stock, according to a report of the General Direction of Statistics and Rural Economy was composed of the following seven principal species, on the 31st of December 1911:

Species	Number
Oxen.....	28,786,168
Horses	7,531,376
Mules.....	465,037
Asses	285,088
Sheep.....	80,401,486
Goats.....	3,915,086
Pigs	1,403,501

During the last four years the export of the principal products of breeding is represented by the following figures in pesos, gold:

PRODUCTS	1912	1911	1910	1909
Wool.....	60·7	50·5	58·8	59·9
Frozen Meat	40·6	39·1	32·1	27·1
Other products	115·7	106·3	96·4	92·1

As to the number of living animals exported during the last five years they have been as follows:

1908.....	882,362	Heads.
1909.....	1,113,953	"
1910.....	1,230,438	"
1911.....	1,472,732	"
1912.....	1,496,500	"

XV.—Value of the land.

Nothing is more difficult than to determine the value of the land in a country in the making like the Argentine Republic, where it undergoes considerable increases from one moment to another, not only owing to the general progress but also on account of special circumstances, such as the

construction of a railroad, good harvests etc. In the same region, in the same district, two neighbouring fields have often a different value and this depends on the fact that they have or have not permanent water, that they are more or less good for agriculture, more or less near to a railroad, to a station, to a centre of population.

For some years two new factors of increase in value should be added: the cultivation of lucern-grass and the existence of *quebracho* wood.

When account has been taken of the great, the fabulous returns which fields of lucern give, every buyer of ground for agriculture finds out in the first place if there is water near at hand, that is to say if the supplies of subterraneous water are near the surface, for upon this the existence of the field of lucern depends for several years. If the investigation shows that there is water, the land acquires by this one fact an enormous value, compared with that which it would have if it was not fit to take lucern-grass.

An important paper published at Buenos Aires in English, the *Standard*, said a short time ago that the prices of land in Victoria (in Australia), where a hectare is worth from 270 to 560 francs, compared with the prices paid for land suitable for being sown with lucern in the Argentine Republic, that is to say in the south of Córdoba and at San Luis, where there is no invasion of rabbits or of drought, and which are half-way to the European markets, bring out the insignificant value of land in the Argentine. Even when they are situated near railway stations one can buy them for 55 or 66 francs a hectare (1).

In order to justify this statement, the *Standard* made the following calculation: if we suppose an expenditure of 19'80 francs as the cost of sowing, of cultivating, etc., for one hectare of land (including the sowing of lucern at 9'80 francs for 10 kilos), the result is that the hectare comes to 74'80 francs or 85'80 francs and the square league of lucern (work of one year and a half), at 198,000 francs on an average. Add 22,000 francs for fencing and irrigation, and the price of the square league of lucern comes to about 220,000 francs.

Here, now, is the return which this league may give, still according to the English paper: within this space one could put 4,500 three-year-old oxen to graze, buying them at the price of 110 francs and selling them again at the end of seven months at 198 francs; thus there would be a profit of 88 francs on each animal or 396,000 francs gross profit, and deducting 176,000 francs for expenses (the freight is 13 francs 20 per ox) there remains a net profit of 322,000 francs a league each year. If these are the results which the transformation of a piece of uncultivated land into a field of lucern can produce, it is not astonishing to see rural property becoming so quickly and so extraordinarily valuable.

As for the *quebracho*, a very hard wood useful for building and giving an excellent tannin, the same phenomenal result is obtained. After having ascertained the considerable profits which are given by the making of the extract of *quebracho* and the splendid dividends distributed by the companies which work it, seekers of business, desirous of applying their capital to fruitful enterprises, hastened to acquire *quebracho* forests, and from this it resulted that the price of these suddenly rose to heights until then unknown. Lands situated in Chaco, a region where *quebracho* abounds, and which, one year before, were sold at 2,200 francs a league (2,500 hectares) rose to the price of 22,000 francs, and this last price should not be considered as final.

That which happens with lucern-grass and *quebracho*, also exists, though on a smaller scale, in the cultivation of wheat and flax, when after a fruitful harvest, the labourer or the farmer gets the necessary money to buy the field which he has cultivated, and pays a good price for it. There are some elements which go against all calculations made in advance and they do not permit one to decide the approximate price of land easily.

At the present time there does not exist any basis upon which to fix this estimate. A field which is sold to-day for 60 francs a hectare, may be sold

(1) To facilitate the comparison with the price of land in other countries we have changed in this chapter the price into francs, the paper pesos being calculated at 2'20 francs.

tomorrow for eighty, and the day after tomorrow for more than a hundred, and so on until it fetches a price which puts the first vendor out of countenance and gives him also the sad conviction that in selling his land he has made a very bad bargain. For this reason the best thing to do at present is not to sell.

The rise in value of rural and urban property has continued for more than forty years, and although there may be great fluctuations in the price, the basis of valuation has always been constant, this is owing to the increase of the population, to the consolidation of the political institutions, and, thanks to the very extensive railways, to the international traffic which has attained a wonderful development, and, as a natural consequence, to the considerable increase of public riches.

To judge correctly the whole importance of this increase in value one must turn back to the more than modest prices of rural property before the time when the range of prices was fixed. To confirm this statement it will suffice to recall that in the year 1879 in order to procure the funds necessary for the expedition which General Roca directed against the Indians of the desert, an expedition which resulted in the conquest of 24,000 leagues of land (60 million hectares), the Government offered for sale a large stretch of land at the price of 2,000 francs a league (2,500 hectares), payable in five years. But the decrease in value of these lands was so great, the belief that they had in being able to make them pay so uncertain, that very few accepted the offer. Many did it more from patriotic motives than as a remunerative investment. Others acquired the lands in order to pay a mark of personal deference to the men who were at the head of the Government. Now, one and all have been abundantly recompensed, since many of the lands that they bought for 880 francs a league are sold to-day at 660,000 and 880,000 francs. More than one of the large private fortunes which exist in the country have been made in this way.

This state of depreciation of rural property continued for ten years to such an extent that in order to mitigate the effects of this crisis before the débâcle of 1890, the Government, which managed the affairs of the country so unfortunately had the unlucky inspiration to offer for sale in Europe in pursuance of the law of October 15th., 1889, these same 24,000 miles of land wrested from the savages by the expedition of General Roca. The sale was effected at the price of 10 francs a hectare, half to be payable in cash and the rest two years afterwards. No limit was put to the power of acquisition of each buyer. The latter could acquire as much as his resources allowed of. The law, in order to palliate this incredible performance, promised to devote the total product of the sale to the conversion fund for the redemption of the celebrated guaranteed bank-notes.

Happily providence, which has more than once shown special protection to Argentina, prevented this disastrous alienation of the lands from taking place. If it had been otherwise, the Republic would have sold for a mess of pottage a magnificent part of its territories, capable of sheltering more than one European nation and which would perhaps be to-day in the power of a foreign company or Government, thus causing the establishment of a new State within the State.

The decrease in value of rural property still continued for some years. So in 1897 the Government sold to the highest bidder a large part of these better lands at a price of 1 peso 50 centavos a hectare (3,750 pesos a league); payable in five years with the option of paying in title deeds which then cost about 75 to 100 pesos (1).

This situation went on until 1902, a time which coincides with the solution of the old question of the boundaries of Argentine and Chili, with the yield of abundant harvests, with the great development of breeding, first by the export of animals, and then by the sending of great quantities of frozen meat to the English markets, and finally and above all by the stability that was given to the paper money by means of which all interior commercial transactions are effected—by the *Law of Monetary Conversion*. Then there was a frank and decisive movement for the valuation of real estate property in general, and of rural property in particular.

(1) The paper was then worth 1·71 francs (1s. 5d.).

Since this movement began, the value of the land has increased, leaving the last price obtained well above the previous price, which seemed, if not final, at least stationary. In consideration of this fact, it is worth while to ask if this advance responds to permanent and justified causes, or if it is only the effect of a foolish speculation, which affected the real estate property, as, at another time, it affected the paper money.

In reply to this question, Mr. Roman Bravo, one of the men of Argentina who know best all the sides of the complicated question of the valuation of the land—for he directs the firm which conducts the greatest number of transactions in this class of business—has summed up at our request, in the following terms, the causes which actually determine the advance which the value of the property has sustained (1).

The economic position of the country shows at each step signs of progress. The growth of ports, the extension of the railways, the distribution of canals, the development of building in the principal towns of the Republic, all these show the spirit of enterprise which animates at the present moment the individual and the whole. Commerce and industries in full vigour come, for their part, to reinforce these elements of prosperity and well-being.

»But where the best view of the material expansion and the intensity of the forces at work is made, is in the affairs of the soil. Without going back to the year 1904, it will suffice to refer to the transactions gone through in the first six months of 1905 to state that not only in the capital of the Republic but also in the national territories and in the provinces, the period has been fruitful from the point of view of real estate. Since 1889, there has not been another more active, and, this time, the facts have an explanation, a logical and natural sanction. Breeding and agriculture have increased the sources of the national riches in such great proportions that, in a few years, the balance in favour of the country rose to nearly 100 million gold pesos. There is the effective cause of the increase in value of the land, a cause to which can be added the confidence we all have in the gradual development of the energies that work sets inaction in the favour of public tranquillity.»

One of the most surprising examples of the increase in value of the land and the interest which its acquisition awakens is given us by the public official adjudication of the national lands, which took place in April, 1905.

These sales took place for the account of those who had bought these same lands in analogous circumstances in 1897, and who had not paid in the terms stipulated by the law. Whatever, in the new auction, surpassed the price established at the time of the first sale, interest and other expenses having been deducted, belonged, according to the law, to the original buyer. The auction took place in the presence of a large company, composed of speculators, of capitalists, and of workers eager to place their money in a good investment, since in Argentina people are convinced that the best form of economy is the acquisition of land. The result of this auction was that in several sales double the original price was obtained, in others three times and even five times the value was paid.

We will give as information some of the later sales of land either for agriculture or for breeding, sales effected in 1910 in various provinces:

PROVINCE OF BUENOS AIRES: Department of Almirante Brown: 145 hectares, 1,164, situated near Mármol station (Southern Railway), sold at the price of \$ 3,101 a hectare. Department of Moreno: 144½ hectares, situated at 30 *cuadras* to the North-West of the village of the same name, sold for \$ 800 a hectare. Department of La Plata: 1,591 hectares, near to the Villa Elisa, sold at \$ 272 a hectare. Department of San Andrés de Giles: 1,186 hectares, situated 4 *cuadras* to the West of Espora, \$ 341 a hectare. Department of Junín: 5,270 hectares, half a league to the South-West of Laforcade, \$ 131 a hectare. Department of Bahía Blanca, 6,219 hectares at 25 *cuadras* from Naposta, \$ 127 a hectare. Department of Trenque Lauquen: 12,685 hectares on the banks of the river Egide, \$ 111 a hectare. Department of Saavedra: 4,752 hectares 2 leagues from Goyena, \$ 70 a hectare.

(1) The business done by this auction house during the first six months of 1905 amounted to 27 million of paper pesos (59,400,000 francs).

Department of Tandil: 633½ hectares at \$ 195 a hectare. Department of Guamini: 2,700 hectares at \$ 89. Department of Pergamino: 582½ hectares, situated near to Rancagua, at \$ 265 a hectare. Department of Las Heras: 334 hectares, situated at 30 *cuadras* to the North-West of Urribelarrea, at \$ 190 a hectare. Department of Campana: 174 hectares on the Río Paraná, at \$ 524·20 a hectare. Department of Puan: 2,500 hectares near to Villa Iris, at the price of \$ 60 a hectare. Department of General Villegas: 2,000 hectares at 2 leagues to the North of Villa Mauricio, at \$ 97·50 a hectare. Department of Balcarce: 1,853½ hectares at 4 leagues North-East of Balcarce, at the price of \$ 210 a hectare.

PROVINCE OF CORDOBA: Department of Juárez Celman: 4,909 hectares situated 2½ leagues to the North of Laboulaye, at \$ 65 a hectare. Department of General Roca: 4,363½ hectares at \$ 55 a hectare. Department of Tercero Abajo: 675 hectares, 9 leagues to the north of Villa María, at the price of \$ 200 a hectare. Department of Río Segundo: 675 hectares at \$ 160 a hectare. Department of Río IV: 851 hectares at \$ 16 a hectare.

PROVINCE OF SANTIAGO DEL ESTERO: Department of 28 de Marzo: 7,499½ hectares, at \$ 14 a hectare, and 6,508 hectares, situated near to the Station Selva, at the price of \$ 37 a hectare.

PROVINCE OF SAN LUIS: Department of La Capitale: 6,500 hectares at \$ 30 and 2,500 hectares at La Porteña, at the price of \$ 31 a hectare.

PROVINCE OF SALTA: Department of Orán: 163,662 hectares at the price of \$ 1'64 a hectare.

PROVINCE OF LA RIOJA: Department of La Capitale: 15,800 hectares at \$ 4 a hectare.

NATIONAL TERRITORY OF CENTRAL PAMPAS: Section VIII Fraction B.; lots Numbers 20 and 21: 15,000 hectares at \$ 18.
There are also some lands at \$ 4 or 5 a hectare.

XVI.—Colonisation in the Argentine Republic.

The pleasing impression that is experienced in going over the Argentine country is so great, and it is so beautiful to see the work of colonisation which rapidly transforms the desert and covers the plains, until then void, with golden ears, that we put before the eyes of the reader of this *Baedeker*, like cinematographic views, some of the pictures which this progress presents.

In the journey that we have just undertaken in the different zones of the Argentine territory, we have found colonies of all kinds: and even we who thought to have set a geographical limit to the plough, since two years ago we established the centres of colonisation on the borders of Córdoba and San Luis, we have been surprised by this progressive advance of individuals who, defying the indolence and pessimism of «estancieros» used to «dolce far niente» have forced the ploughshare in to zones considered until then sterile and unproductive.

We do not wish to speak of the provinces of Buenos Aires and of Santa Fe where the agriculturist has been for many years; these two provinces have only increased their cultivation without encountering difficulties and in obedience to a law of expansion which fills those who have studied the development of this region with astonishment. But I wish to speak of the Pampas and San Luis.

If several years ago one had asked any one of the Basques who rented lands in Section 1 or 2 of Central Pampas, if they were any good for anything else but pasturage for sheep, it is certain that the Basque would have laughed heartily and replied maliciously with some Basque slang expression with which he was familiar.

At that time the lands were worked by primitive systems and the owners of 10 and 12 leagues did not sow artificial fodder for the winter for fear of losing the seed. It is true that this system did not demand much personal

labour. With three stations one could look after leagues of land. The property was cheap. The sheep were born without one's bothering oneself.

When colonisation extended and people began to cultivate the lands of Carlos Casares, of Pehuajó, of Trenque Lauquen, Guamini and Drysdale, the agrarian proprietors, those who, in a manner so little profitable, had worked the ground, had to resign themselves to being turned out. They gave place to agriculturists to whom they prognosticated that their work would be useless because of the bad quality of the land and the caprices of the climate of the region.

And this is the occasion before going any further to congratulate warmly the body of hardy workers, of veritable pioneers, who, without taking notice of pursued auguries of evil with faith and confidence, the titanic work of transforming the desert.

Salliqueló, the great colony founded by Mr. Stroeder in the lands of Unzué, was followed by the colonies of Pichi Mahuida, San Antonio, Sol de Mayo, Catriló, Santa Elvira, of Messrs. Rolla, Spinelli and Mioglini, proprietors of the enterprise of colonisation *Río de la Plata*, then the special colonisation of Messrs. Drysdale Bros, of 20,000 hectares situated on the boundary of the province of Buenos Aires and of Central Pampas.

From Catriló to Santa Rosa de Toay all is colonised at present; the progress of this region is principally due to two intrepid Italian agriculturists, Messrs. Scala Brothers, owners of a great colony situated at General Uriburu (F. C. O.).

To the north of Santa Rosa de Toay, there are also little stretches of land used for agricultural purposes, and it will not be long before the *Pacific Railway* completes, as it is announced, the prolongation of its line as far as Mendoza and before the whole of this rich region, will be agriculturally worked, as soon as it has a great port for the purpose of exporting its produce to foreign countries.

The fertility of the land which is cultivated in this zone is enormous, although the price is still low in comparison to what it will be later owing to the great demand of the colonists, to its nearness to the great port of Bahía Blanca, and to the circumstance that it is rarely invaded by the locusts which cause so much damage in the north.

The principal colonies founded in this zone from Trenque Lauquen to Santa Rosa de Toay, are: the *Colony Martín Fierro*: it is composed of 15,000 hectares, It has been sold by public auction to colonists, in small allotments; the *Colony Drysdale*: 20,000 hectares partly rented to and partly farmed out by the agricultural colonists, who cultivate it at the rate of about 200 hectares a family; the *Colony Catriló*: 12,500 hectares divided into lots of 100 hectares sold to colonists by the colonisation enterprise *Río de la Plata*; the *Colony San Antonio*: a league owned by the same company divided into small lots; the *Colony Santa Elvira*: 10,000 hectares; the *Colony Sol de Mayo*: 2,500 hectares; the *Colony Pichi Micua*: 2,500 hectares of the same company sold to the farmers.

The greatest stretch of land rented after that of Mr. Victorino de la Plaza, is that formed by the François Murature Colony, of the colonisation company *Río de la Plata*, a colony of 27,500 hectares which is to-day entirely in the hands of the colonists.

In a corner of this colony at the spot called «La Pula», the colonisation company has built a village in order to offer facilities to colonists for making purchases, and in order that they may not be obliged to go Salliqueló or Catriló to make them.

Colonisation also extends to the points nearer to Bahía Blanca, as Iris, Alba, Bernasconi, etc.

As one sees, the Pampas, far from being unproductive lands, as they were supposed to be not long ago, are to-day a centre of agricultural production, principally of lucern, fodder which grows and flourishes there with surprising results. The Pampas will be shortly the granary which provides the greater part of the world with cereals, when the proprietors of great stretches of land will divide them to allow them to be cultivated.

We will now go to the south of the province of Córdoba, one of the richest zones, and at the same time until recently one of the least known in the Republic.

Speaking orographically it is one of the most suitable zones for agriculture because it has a level surface with a soil formed of rich vegetable earth and with fresh water near the surface.

The best lands of the region are found in the department of Río Cuarto. Ambroise Olmos' heirs have a large expanse there, entirely suitable for agriculture.

To the north of the principal railway line from Buenos Aires to the Pacific (station Mackenna) stretch remarkable lands belonging to Dr. Nicolás Avellaneda (about 36 leagues) which were largely let to breeders who paid 500 to 800 pesos a year for a league.

These fields, almost forgotten by their owners, attracted the attention of some of the colonists who determined to break them up; this commenced with *El Tape*, which has an area of 8 leagues and is near to the line of the *Andine Railway* from Villa Mercedes to Río Cuarto.

This ground, to-day the colony *Maria Adela*, was followed by the colonies of *Maria Blanca*, *Celestina*, *Domingo Funes*, *Leona* and *Salteña* with a total area of 75,000 hectares.

The construction of the new branch line from Mackenna to Sampacho facilitates the colonisation and the sale of these lands very much, in which flourishing villages, with their corresponding stations, have sprung up.

The lands acquired by the River Plate Company «Río de la Plata» and directly broken up were *La Leona* and some others granted by Mr. Dominique Funes, who died lately one of the most wealthy landlords in that country.

All this zone, as far as the boundaries of *Rio V* has the same appearance, the land becomes a little more sandy over an area of about 2 or 3 leagues on both sides of the river. Notwithstanding that, many prefer to purchase land for the cultivation of lucern which yields an incredible yearly produce because its root has the water very near (1'50 meters deep) and the plant never dies even during the greatest drought.

The fertility of this soil is such, that some husbandmen affirm that they have had a wheat harvest without any rain during a whole year and only with the aid of the morning dew.

One can really say that if husbandmen were to develop all their activity in the Argentine and have the necessary foresight which they show in other places where the yield of the land is not so generous, they would obtain very extraordinary and surprising results that would largely compensate their efforts. But the agricultural work here, develops amidst a certain indolence created by the astonishing productiveness of the land.

In the Northern part of Mackenna, in the province of San Luis many trials of colonisation have been made with the most satisfactory results. Villa Mercedes and its environs provide corn for the consumption to a portion of the Northern region of San Luis and Mendoza.

Messrs. Castaños y Marino's mill which is very important, works day and night to provide San Luis and some other small towns in the province of Córdoba.

San Luis is a veritable garden though many people in the Republic do not believe it: and amongst those persons are to be found, by an irony of fortune, the very natives of this province, who have been the first to discredit the excellence of its soil for agricultural purposes and the last to incorporate themselves in the colonial movement which has transformed this province and has made the soil extraordinarily fruitful.

The road from San Luis to Buena Esperanza is full of cultivated lands amongst which the lucern abounds.

During the last years this vast region has been considerably colonized.

The «Buena Esperanza» composed of 130,000 hectares of excellent land, a colony founded by one of the most progressive men which the Republic has ever had, Mr. Ernest Tornquist, unfortunately dead, is being entirely sold in small lots.

The «Fortuna», another valuable estate situated at the South of Buena Esperanza is destined for the same purpose as well as the numerous lands bordering on the Western and Pacific Railway lines.

XVII.—Population.

The two chief factors in the growth of the Argentine population have been and are now still, that of the difference between the births and deaths and that of migration, that is to say, the surplus of the entrances over the departures from the country.

With regard to the first there is no complete statistical information to estimate it in the past; but owing to the disastrous hygienic conditions of the urban districts, which are demonstrated by the numerous epidemics which have devastated them, the want of rational knowledge of bringing up children and on the other hand, the wars and the interminable revolutions that have taken place during many years one is not making a rash statement in affirming that this growth must have been very slow.

However, in proportion as the country has been populated and civilized and as the above-mentioned causes have been modified, the vegetative growth of the population has been remarkably improved and it can be asserted now, with the statistical information at hand, that it is one of the highest known.

Comparing, in fact, the growth of the population in the whole Republic between the 1st. May, 1895 (3,954,911 inhabitants), and the 31st. December, 1912 (7,570,400 inhabitants), it can be seen that this growth, in the space of 17 years has been of 3,615,489 inhabitants and that three-fifths of this growth have been caused by the excess of births over deaths; the remaining two-fifths being the excess of the immigration over the emigration.

With regard to the growth of immigration it is well to call to mind a historical fact viz: that the first human populations which were imported and which preceded the great current of free immigration that flowed into the ports of this country three centuries later, were composed of negro slaves from Africa.

There are three races that have taken part since then in the moral and physical genesis of Río de la Plata, says General Mitre, the European or Caucasian, as an active part, the native or American, as auxiliary, and the Ethiopian race as a complement. From their fusion has resulted that original type in which the European blood has prevailed by its superiority, regenerating itself constantly by immigration, and beside which that other mixed race of negro and white improving and assimilating the physical and moral qualities of the superior race has grown.

As regards the white element, very few men came to the River Plate during the first days of the conquest on account of the severe penalties under pain of which entrance was prohibited. We have no information about the exact number, but by means of some fairly exact suppositions one can form an idea of the insignificant proportions that the immigration of European white elements assumed during that period.

In 1744 there were 356 Europeans; in 1770, 456 foreigners and 1398 Spaniards (European). But when the revolution broke out, in 1810 the barrier which prevented the entrance of Europeans was removed and the latter began to flow in in large numbers. In 1822 there were 3,749. The dictatorship of Rosas also drove away the foreign element, but upon his fall from power and the establishment of a regular Government in 1852, the immigratory movement commenced again with more force. In 1854, during the second quarter 2,524 men entered; in 1855, 5,912; in 1856, 4,672; in 1857, 4,951; in 1858, 4,658; in 1859, 4,735; or during the 6 years, 27,452 immigrants, that is, a great many more than the number of immigrants who entered during the two centuries of colonial life.

We do not consider it useful to weary the reader with the exhibition of the partial figures which relate to the movement of immigration year by year; it will be quite sufficient to say that from 1857 to 1912 inclusive, there entered the Republic 4,248,355 immigrants from different shores; and that from 1871 (the year in which the recording of statistics was commenced)

to 1912 inclusive, 1,290,208 emigrants took their departure by the same lines. There remain therefore, 2,958,147 persons.

Here are, as an indication, some numbers taken from some official statistics that show which are the European countries having contributed on a large scale to maintain the current of immigration towards the Argentine.

Immigration as per nationalities from 1857 to 1912 inclusive: Italians, 2,133,738; Spaniards, 1,297,892; French, 206,912; English, 51,660; Austro-Hungarians, 80,736; Germans, 55,068; Swiss, 31,624; Belgians, 22,186; other nationalities, 368,529.

As will be seen hereafter in the table that ends this chapter, the growth of the population of the country has been very unequal in the various regions. Thus, it results that the provinces of the east coast alone, possess 5,142,500 inhabitants that is, 68 per cent of the total population. Amongst the figures in that table, those of the capital, Buenos Aires, attract particularly the attention with its 1,426,500 inhabitants.

But this disproportion in the growth concentrated in Buenos Aires and the bordering regions to the detriment of distant regions is destined to disappear or at least to modify itself with the progress of agriculture and cattle-breeding which require more and more people every day.

Happily for all, the ethnical composition of our population does not make us fear any complication between the races as is the case in certain countries, for instance in the United States, and which is the cause of deep discord. Here we do not know anything about the Indian, Negro or Chinese problems. The Indians who live amongst us have been converted to the Catholic religion and have adopted its humanitarian principles; many of them have been killed by consumption and the rest have been incorporated in society as a powerful working element. The negroes who lived in the territory have been almost entirely eliminated according to that inflexible biological law which condemns the inferior organisms. During the struggle for independence they were the allies of the whites and they... have disappeared. The yellow race has not yet come to knock at the door of the Republic, but in case it should, this door would remain closed to them, for the Constitution imposes on the Government the duty of favouring white immigration against yellow.

The basis of the population is European, as anyone can see by the information given about immigration. All the civilized races of the earth have met here. We are not aware of any antipathy of race nor of any religious antipathy either. But carrying out Sarmiento's programme, we say to all men who wish to settle on our soil: «There exists here a whole America with only one language, rivers and lands for every one». The fundamental code allows access to official employment as well as to the professions to all inhabitants, and the social customs open the doors of the families to every one who calls. Thus, on account of the composition of the population, the spirit of the legislation, and the hospitable customs of the inhabitants, the most modest man is able, like a drop of water in the depths of the ocean, to rise to the surface by his own effort and shine in the pure light of the sky.

Area and Population of the Argentine Republic (1st. January, 1913)

PROVINCES AND TERRITORIES	Square km.	Population	Inhabitants to the square km.
I.—EAST AND EAST. COAST:			
1. Capital.....	186	1,426,500	7,669·4
2. Buenos Aires.....	305,121	2,078,000	6·8
3. Santa Fe.....	131,906	908,300	6·9
4. Entre Ríos.....	74,571	388,100	5·2
5. Corrientes.....	84,402	341,600	4·0
Total I.....	596,186	5,142,500	8·6
II.—CENTRE:			
6. Córdoba.....	161,036	625,700	3·9
7. San Luis.....	73,923	123,100	1·7
8. Santiago del Estero.....	103,016	225,600	2·2
Total II.....	337,975	974,400	2·9
III.—WEST OR ANDINES:			
9. Mendoza	146,378	245,000	1·7
10. San Juan.....	87,345	125,000	1·4
11. La Rioja.....	89,498	93,000	1·0
12. Catamarca	123,138	114,000	0·9
Total III	446,359	577,000	1·3
IV.—NORTH:			
13. Tucuman.....	23,124	320,000	13·8
14. Salta.....	161,099	190,000	1·2
15. Jujuy	49,162	64,000	1·3
Total IV.....	233,385	574,000	2·5
V.—TERRITORIES:			
<i>I.—Northern.</i>			
16. Misiones.....	29,229	45,500	1·6
17. Formosa.....	107,258	17,000	0·2
18. Chaco.....	136,635	35,000	0·3
<i>II.—Central.</i>			
19. Pampa.....	145,907	95,000	0·7
<i>III.—Western.</i>			
20. Neuquén.....	109,703	30,000	0·3
<i>IV.—Southern.</i>			
21. Río Negro.....	196,695	35,000	0·2
22. Chubut.....	242,089	32,000	0·1
23. Santa Cruz.....	282,750	7,000	0·02
24. Tierra del Fuego....	21,499	2,500	0·1
Andes.....	-	3,000	-
General total	2,885,620	7,570,400	2·6

XVIII.—Educational, Charity and Correctional Establishments.

In the Argentine Republic the schools, prisons, hospitals, etc., are, for the most part, model establishments which deserve to be visited by all of a scientific and philanthropic bent. With regard to the manufacturing establishments they are generally distinguished by their practical organisation and great production.

A.—Educational Establishments.

Public instruction in the Argentine Republic is divided in three parts: primary, secondary and superior. The Government has introduced lately agricultural, industrial and artistic instruction.

Primary instruction is compulsory for all children from 6 to 14 years of any nationality whatever. The schools are secular but that does not prevent the different ministers of public worship from teaching their religion out of class hours to the children whose parents wish it. Besides the public schools there are many other private ones under the inspection of the *National Education Board* (*Consejo Nacional de Educación*). The instruction given at the public schools is gratuitous. In the provinces where there are not sufficient funds to cover the expenses of primary instruction the Government allows a subsidy in accordance with the laws. According to a recent law known by the name of Lainez Law the *Board of Education* can create and support entirely primary schools in all provinces, and that is what it is now doing. In these same schools there are special classes for persons over 14 years of age, which are given during the day or in the evening, where arithmetic, reading, writing, elementary history, geography, etc., are gratuitously taught. Secondary instruction is not compulsory. In practice, it is gratuitous, for the only expenses are the fees for the annual examinations. The instruction given at the secondary schools consists of Spanish grammar and literature, philosophy, arithmetic, geometry, algebra (elementary), rectilineal trigonometry, physics, chemistry, natural Sciences and ancient, modern and contemporary history as well as modern languages, the teaching of which is highly developed in this country. These schools or secondary colleges are 6 in number in the Capital and there is one in each province.

Since the foundation of the secondary schools the Ministry of Public Instruction has recognised the necessity of creating libraries in connection with these schools, as instruments of intellectual culture. These libraries are open to the public and any books can be borrowed if sufficient guarantee is given to the Head-master of the College. All the schools are also provided with a laboratory and a cabinet of physical and geometrical instruments, they also possess specimens for the study of natural sciences, numerous geographical maps, etc.

The pupils enter generally between the ages of 12 and 14 and remain in these colleges 5 years. When these studies are finished in the national colleges, the pupils follow the courses of the different faculties in the universities. There are three of them in the Republic, that of Córdoba, the most ancient, and those of Buenos Aires and La Plata recently founded.

In these faculties are taught medicine, law, engineering, philosophy and arts. The medical courses last 7 years and those of other sciences 6 years.

A short period of study is required for the professions of chemist, mid-wife, dentist, surveyor and architect. The title of *escribano público* (equivalent to that of a notary public in England) is not given by the University Council, but by the *Supreme Court of Justice* after an examination duly passed before the same. For the title of Doctor of Science (Physics, Natural Science, Mathematics) it is necessary to undertake other studies.

The teachers in these different schools are persons competent to fulfill their duties. Many of them have passed through the Superior Normal School

which was founded in 1904 for the professorship of the secondary schools. The others come from the normal schools.

These are of two kinds: Elementary and Superior or *Escuela de Maestros* and *Escuela Normal de Profesores*. The instruction in these schools is absolutely gratuitous. In the first the courses last four years and in the second six. Beside the technical instruction given in these schools considerable importance is attached to physical exercises. There are in the whole Republic: 17 normal schools for women, 5 for men, one of them being of a higher grade and situated in the Federal Capital, and 12 mixed ones. The latter are situated in the provinces.

For technical instruction there are several establishments created and supported by the National Government. The most important amongst them, are the *Escuela Nacional de Comercio* where commercial experts, translators and accountants are prepared; the *Escuela Nacional de Comercio* for young women where they receive an education which fits them for following the commercial profession; the *Escuela Industrial de la Nación*, with proper working premises founded in 1897 with the object of giving to the young men who wish to study in it (281 in 1905) a theoretical and practical preparation sufficient to allow them to solve by themselves the technical problems most frequent in mechanics, building and chemistry, thus enabling them to become competent assistants to engineers, architects and directors of industrial establishments; the *Colegio Pío IX de Artes y Oficios* (Arts and Trades) founded and governed by the Salesian Fathers; the Faculty of Agriculture annexed to the University of La Plata; and the Faculty of Agriculture, dependent upon the University of Buenos Aires the building of which deserves to be known by all educated men and especially those devoted to Agriculture and interested in its improvement; the *Escuela de las Minas de San Juan*; the two *Escuelas de Comercio* of Bahía Blanca; the *Escuela de Viticultura de Mendoza* where the practical cultivation of the vine is taught; the *Escuela de Pilotos*; the *Escuela Profesional de Mujeres* (Women's Professional School) which turns out annually a number of women expert in the branches of «lingerie», ironing, glove-making, artificial flowers, embroidery, needlework, and artistic decoration; the two *Escuelas Culinarias* (Cookery-schools) for ladies, one of which is supported by the *Sociedad de Santa Marta* and the other by the City. The Government has also founded several Agricultural Schools for the study of Agriculture and Horticulture. There is also an *Escuela Militar* and an *Escuela Naval* which are respectively under the War Office and Admiralty.

The are several important buildings for instruction in the Fine Arts, varying according to the different branches. For the teaching of drawing, painting and sculpture there is the *Academia Nacional de Bellas Artes*.

Musical instruction is given by several Conservatoires, the most important of which are the *Conservatorio de Buenos Aires*, the *Conservatorio Argentino* and the *Conservatorio de Santa Cecilia*, frequented by numerous pupils.

Besides these, the Argentine Government allows a great many bursaries (scholarships) to young men going to study in France, England, Italy, the United States and Germany.

The young men who study in the private colleges are able, under conditions imposed by the Minister of Public Instruction, to pass their examination in the National Colleges and obtain thus the necessary qualifications to allow them to pursue their studies in the Universities.

As will be seen, public instruction has greatly improved lately in the Argentine Republic.

Any one desirous of knowing more details may read the «General Census of Education in the Argentine Republic» published in 1910 under the direction of D. Alberto B. Martínez.

School Buildings.—For Public Instruction there are in the City of Buenos Aires numerous special buildings which, on account of their size, artistic value and comfort, and the materials employed in their erection, may be mentioned as real models of their kind. A visit to these establishments should be made.

Amongst those especially remarkable are: the *Escuela Rivadavia* (Calle

Bolívar, 1225); the *Escuela Belgrano* (Sarmiento 2543); the *Escuela Presidente Roca* (Libertad and Tucumán), and the *Escuela Sarmiento* (Callao 450). All these buildings attract the attention of visitors for their architectural beauty and their internal arrangement.

The buildings containing the *Escuela Zorrilla* (Avenida de la República and Libertad), the *Escuela Avellaneda* (Talcahuano and Viamonte); the *Escuela General Mitre* (Sarmiento and Centro América); the *Escuela Pringles*; the *Escuela Belgrano* (Juramento and Cramer), and many others are also very noteworthy.

In the month of May, 1902, the National Board of Education opened 15 new and beautiful buildings for schools, many of which seem real palaces for their capacity, their beauty and the fine architectural taste displayed in their construction.

In Buenos Aires everything that concerns public and normal education is placed under the charge of a *Consejo Nacional*, which has been provided by the laws with special funds and a relative autonomy for their management.

The evening schools for both sexes as well as those which belong to the army under the superintendence of the *Consejo Nacional* have 1912 students in the capital which are comprised amongst the numbers already given.

Amongst the private educational establishments those which call for notice are: the *Colegio de San José*, Azcuénaga 164; the *Colegio del Salvador*, Callao 542; the *Colegio Lacordaire*, Esmeralda 650, all of them for boys. The *Colegio del Sagrado Corazón de Jesús*, Callao 1270; the two *Colegios de la Santa Unión de los Sagrados Corazones*, Rivadavia 4871, and Esmeralda 739; the *Colegio del Sagrado Corazón* (Caballito, Victoria 4350), these four for girls.

The private colleges, if they want to be incorporated among the national establishments must prove that they have competent professors in sufficient numbers; that they possess the instruments required for the study of sciences, and that they follow the educational programmes of the National Schools. As soon as they are incorporated they are placed under the superintendence of the *Consejo Nacional de Educación* (National Board of Education). Visitors can see them by applying to the Board.

In order that foreign readers may have a perfect idea of the considerable pecuniary efforts made by the Argentine Republic for the improvement of Public Instruction in all its degrees and forms, allow me to remind them that in the budget for 1913, the Public Instruction expenses amount to 125,400,000 francs (£ 5,016,000), 99 million of which are devoted to elementary education irrespective of the sum allotted to the provinces.

The expenses for higher education amount to 13,822,952 francs (£ 552,918) and those belonging to the secondary and Normal Instruction to 42,401,894 francs (£ 169,635).

B.—Prisons, Reformatories, and Asylums.

Prisons.—In Buenos Aires, the *Penitenciaria Nacional* where the system of isolation is not rigorously followed; this prison is situated in Calle Las Heras 1580; on the 1st. of January 1913, there were 790 prisoners and accused persons under remand.—*Casa de Corrección para Mujeres y Menores* (Reformatory for Women and children), calles San Juan and Balcarce.—*Cárcel de los Encausados* (Prisoners Waiting for Trial), calle Pasco, between Armonia and Caseros.

In the Province of Buenos Aires, in Sierra Chica (Olavarria) there is the Penitentiary of the Province.—In Ushuaia, in the territory of Tierra del Fuego there is an establishment for prisoners sentenced to penal servitude.—In the island of Los Estados, there is another one for the same purpose.

Lunatic Asylums.—The only establishments of this kind existing are in the city of Buenos Aires and may be considered as model asylums. Their names are: the *Asilo Nacional de Alienados*, Brandzen 2200, and the *Hospicio de las Mercedes*, calle de Vieytes 301. In Luján (Western Railway), there is an Open Door for lunatics under the direction of the *Hospicio de las Mercedes*. There is another one in course of erection at Oliva, in the province of Córdoba (Central Argentine Railway).

Deaf and Dumb Asylums.—*Instituto Nacional de Sordo-mudos*, Defensa 1165-1179; *Instituto de Sordo-Mudos*, Santa Fe 2858; *Colegio de la Merced*, Reconquista 269. In these three asylums they follow the oral method.

Blind Asylums.—In the *Asilo de Huérfanos* (Mexico and Jujuy).—*Insti-tuto Nacional de Ciegos* for men and women (Rivadavia 6293).

Other Asylums.—*Asilo de Mendigos* (for beggars), Junín 2000; *Asilo de Inválidos*, Azeúñaga 1651; *Asilo de Huérfanos* (orphans), Mexico 2650; *Asilos de Maternidad* (*Lying-in Hospitals*): *del Norte*, Paraguay 1252; *del Sur*, Tacuarí 1620; *del Oeste*, Moreno 1859; *Asilo de la Misericordia*, Azeúñaga 1648; *Asilo de Infantes Abandonados*, (Foundling Hospital), Belgrano 1685; *Casa de los Infantes Asistidos* (Home for Poor Children), Avenida Montes de Oca 150.

Reformatories for Minors of both sexes.—In the city of Buenos Aires the *Asilo del Buen Pastor*, San Eduardo 749, serves as a prison for minors sentenced by the judges. In Marcos Paz (Western Railway), the *Colonia Nacional de Corrección de Menores*. In Claypole (Southern Railway), there is the *Escuela Agrícola Industrial*, supported by the Society for the Protection of Children.

XIX.—Industrial Establishments.

I.—Metallurgy and Building Materials.—Mosaic: Arquimbau and Salgueiro, Gaona, 1028-36; Furia Aquiles, Caseros, 3061; Benito Spinedi and Brother, Callao 660-66; Marcheselli Alberto, Montes de Oca, 1580; Enrique Pasi, Carlos Calvo, 3741; Quadri Martin, Chubut, 150-168; Florindo Manghi, Bernardo de Irigoyen, 1433-1439; Moore and Tudor, Maipú, 138. Mechanical Tin-plate and Printing on metals: A. J. de Campo and Co., Estados Unidos, 1064-66; Julio Montaron, Garay 2344: La Acero Platense, production and Manufacture of Steel and Iron plates, Patricios 1959; La Cantábrica, Agricultural implements and iron and steel factory, Martín García 665 and España 180.—Metallurgic Factory: Baillet F., Billinghurst 1352; Berger and Co., Paseo Colón 1380-1384; Blengino and Co., Brasil 833; Bolens, Montevideo 917; Buich and Solair, Paseo Colón 1047; Caudano Fernando, Vélez Sársfield 163-167; Coppola Brothers, Bustamante 590; Delest, Lavalle 504; Fay and Casazza, Deán Funes 449; Fontana Brothers, Isabel la Católica 60; «Fundición Inglesa», Almirante Brown 340-360; Gentile Alfredo, Deán Funes 1328; Gibellia and Co., Mexico 3241; Gourinski Léon, Azopardo 1349; Hollmann Brothers, Vieytes 1273; Koch and Co., Serrano 574; Lugand Enrique and Co., Río Bamba 841; Marjoribanks James, South bank of the Riachuelo; Merlini Pedro, Larrea 530; Mollon Adolfo, Rioja 1977; Questa Luis, Bulnes 250 and Potosí 3742; Rae, Jensen and Co., Corrientes 4233; Rezzonico Alberto and Co., Presidente 851; Salerno Roque, Australia 1056; Serre Brothers, Defensa 453; Sociedad Anónima Talleres Metalúrgicos, Avellaneda; Stordeur, Alsina 2440; Vasena Pedro and Sons, Cochabamba 3055; Verrier Paul and Philippe Lévy,

Rivadavia 3077; Iron and Bronze Foundry, and Workshops «La Unión», Corrientes 4056.—Medal Factories: Gostuzzo Juan and Co., Salguero 155; Horta and Co., Bartolomé Mitre 744; C. and A. F. Rossi, Corrientes 4059.—Seale Factories: Soresina and Colombo, Defensa 578; Máximo Mensaghi, Corrientes 2381.—Mechanical Carpenters and joiners: Louis Laverdet, Santa Rosalía 516-518; Martínez and Sochas, Rincón 657 and Mexico 3925.—Kitchen Utensils Factory: Quito Baima, Cevallos 1636; H. P. Carstens, Santa Rosalía 414; Savio and Manghi, Belgrano 925.—Safe Factories: Adolfo Bash and Co., Bartolomé Mitre 472; Gustavo Bash, Sarmiento 494; Piuri and Colombo, Bernardo de Irigoyen, 1331.

II.—Boots and Shoes.—Martí Brothers, Victoria 1099; Larrechea Brothers, Méndez and Co., Padilla 2050; «La Platense», Salta 610; Pagola, Martínez and Co., Cochabamba 2860; Rodríguez, Martí and Co., Anchoris 225; Cooperative Footwear Society, Ltd., Montes de Oca 1786.

III.—Carriages and Coaches of all Kinds.—Fegling Brothers, Bernardo de Irigoyen 745; Brague Brothers, Avenida Alvear 1622; Maturro and d'Allessandro, Solís 2153; Rohr and Capocci, Gallo 2019; Wal G. Gross and Co., Alsina 2049.

IV.—Brushes.—Prahl and Co., Entre Ríos 1993.

V.—Breweries.—Quilmes, Brasil 731; Biekert Ltd., Sarmiento 2827; Buenos Aires (Soc. Anón.), Cavia 260; Río Segundo (Soc. Anon), Bartolomé Mitre 349; Palermo (Soc Anon.), Coronel Díaz 600; Germania (Soc. Anon.), Rivadavia 1068.

VI.—Tobacco.—Aime and Co., Tobacco Importers and Snuff Manufacturers, Bartolomé Mitre 2158; Alvarez and Co., (Cigarette Factory Trade-mark «Centenario»), Perú 752; F. Bernárdez, Paseo de Julio 674; «Compañía Argentina de Tabacos», Humberto I 2001; «Compañía General de Tabacos», Mexico 3486; «Compañía Introductora de Buenos Aires», Avenida de Mayo 1083; Molina and Co. (Cigarettes «Tres Coronas» and «Neapolis»), Esmeralda 155; Piccardo and Co., Defensa 1278.

VII.—Glass and Crystal.—Rigolleau Crystal Co., Ltd., Belgrano 550; Vicente Moglie and Co., Sarmiento 929; R. Pirlot and Sons, Acevedo 2415.

VIII.—Leather.—Walter Bergner, Defensa 335; A. Butavand and Co., San Juan 1228; «La Erica», Monroe 1378; Mazzucchelli, Casals and Co., Belgrano 2371; Christian Sieburger, Republiquetas 2055; Miguel Stecca, Frías 181.

X.—Distilleries.—«Cusenier», Ltd., Salta 1827; Pini, Brothers and Co., Sáenz Peña 1066.

X.—Electricity.—German Transatlantic Electrical Co., Sarmiento 971; The Rio de la Plata Electrical Industrial Co., Belgrano 432; The Anglo-Argentine-Electrical Co., Esmeralda 188; The Argentine Electrical Co., Esmeralda 188; Empresa de Luz y Fuerza, Sarmiento 961; La Eléctrica del Norte, Lavalle 472; Siemens, Schuckert and Co., Sarmiento 652; «Luz y Tranvías del Norte», Esmeralda 188; South American General Electric Supply Co., Sarmiento 531; The American Electrical Co., Reconquista 524.

XI.—Furniture.—L. F. Bottini, Cangallo 829; Georges Huguet, Santa Fe 1268; Kerrin and Hudson steel furniture, Tucumán 737; José Luraschi, Suipacha 284; Maple and Co., Carlos Pellegrini 328; Inocencio Rillo, Cangallo 645; H. C. Thompson and Co., Carlos Pellegrini 380; Fonterosa and Co., Alsina 1630; Hermann H., Estados Unidos 1022; Vicente Lupis, Salom 432; Molina and Co. (bronze fittings), Esmeralda 155; José Pique, Sarmiento 1158; Waiss and Scornick, Bernardo de Irigoyen 1124; Donnell and Palmer, Moreno 562.

XII.—Clothes.—Angel Braceras Ld., Cevallos 343; B. Belinky, Yerbal 6201; S. Borok, (rubber articles) and Co. (shirts), Cabildo 549; Berger Curt and Co. (shirts), Esmeralda 184.

XIII.—Hats.—Paul Brousson and Co., Estomba 2854; «Compañía Nacional de Sombrereros», Uspallata 1112; A. Dominoni and Co., Monroe 1687; Charles Lagomarsino and Co., Junín 51.

XIV.—Textile Goods.—Baibiene and Antonini, Bartolomé Mitre 972; Gratry American Establishments, Cangallo 466; The Buenos Aires Importation Co., Avenida de Mayo 1083; Bautista Comte and Co., Rivera 1679; Ashworth and Co., Herrera 1515; Barlaro José and Sons Monteagudo 661; Dell'Acqua Enrico and Co., Correrto Rivera and Darwin; Moreira José, Sons and Co., Humahuaca 1221.

XV.—Dyers and Cleaners.—«Los Mil Colores», Conort and Fernández, Herrera 572; «Tintorería Nacional», Dockir A. and Co., Garay 1332; Duhalde, Pourtalé and Co., Suipacha 140; «Lavadero y Tintorería de Flores», Terrero 1640; Conort U., Santa Fe 1931; A. Pueta, Santa Fe 2151; Rial and López, Bernardo de Irigoyen 330; Widmer and Dubois, Cerrito 560.

XVI.—Tinned Fruit and Vegetable Factories.—Gigliotti

and Co., Franklin 675; Horacio Vitaloni and Co., Humahuaca 1028.

XVII.—**Italian paste for soups.**—José López Delgado, Bogotá 84.

XVIII.—**Meat-Freezing Establishments.**—«Compañía Sansinena», San Martín 132; Armour, de la Plaia, Bartolomé Mitre 519; «Frigorífico Argentino», Reconquista 36; Frigoríficos «Santiago», San Martín 233; «La Blanca», Cangallo 499; «La Negra», on the Southern Bank of the Riachuelo; Las Palmas Produce Co., San Martín 186; The La Plata Cold Storage Co., Bartolomé Mitre 383; The River Plate Fresh Meat Co.; Avenida de Mayo, 748.

XIX.—**Soap, Candles and Fat Factories.**—Compañía de Productos Conen, Bartolomé Mitre 531; «La Industrial», Yapeyú 817; Juan Pittaluga, Caseros 3472; Seeber Brothers and Co., Uspallata 2400; Farina Francisco (toilet soap), Triunvirato 1265; Hansen Julio (toilet soap), Canning 1255.

XX.—Industries.

The two chief industries in the Argentine Republic that compose the solid basis on which the public wealth stands are agriculture and cattlebreeding, the capital employed in them amounting to 8,790,249,294 pesos, paper money, or 19,338,548,446 francs.

The Argentine possesses, moreover, several other industries which have made great progress and which contribute also towards the consolidation of the basis of the national wealth.

Amongst these industries we can mention in the first place the freezing industry which prepares the meat for export. There are ten establishments devoted to this industry and the capital to they have at their disposal amounts 19,962,279 pesos gold money which makes about 100 million francs.

The following table shows the quantities of meat exported by the various establishments during the period 1904-1912.

YEAR	Frozen Mutton: Tons	Frozen Beef: Tons	Refrigerated Beef: Tons
1904	88,616	99,794	—
1905	78,351	152,357	—
1906	67,388	153,809	—
1907	69,785	138,221	—
1903	78,846	174,552	6,253
1909	66,495	209,435	1,222
1910	75,102	245,266	8,441
1911	85,916	297,738	15,096
1912	70,585	316,299	25,355

Another of the most prominent Argentine industries is that of the cultivation of the sugar-cane. There are 42 mills distributed in seven provinces 30 of which belong to Tucumán. The capital sunk in land, plantations, buildings, machines and beasts of burden may be calculated as follows:

30 mills in the province of Tucumán, 89,500,000 pesos; 1 in Salta, 3 in Santa Fe; 1 in Corrientes; 3 in the territory of El Chaco and one in the province of Formosa, 35,700,000 pesos. Total, 125,200,000 pesos, gold (£ 11,017,600).

30,000 hectares planted with sugar-cane, 21,000,000 pesos; the sugar refinery in Rosario which is worth 5,000,000 pesos, making a general total of pesos 151,200,000, gold (£ 13,306,000).

The following is the production of sugar in the Argentine Republic during the period 1904-1912:

Year	Production: Tons
1904.....	128,104
1905.....	137,343
1906.....	116,287
1907.....	119,445
1908.....	161,688
1909.....	127,322
1910.....	148,571
1911.....	181,200
1912.....	150,000

In 1904 the production exceeded the consumption and the merchants were able to export 17,311 tons of sugar. In 1905 they exported 2,199 but in the following years the production was reduced and they were obliged to import from foreign countries the following quantities:

Year	Refined Sugar: kilograms	Raw Sugar: kilograms
1909	5,994,100	13,766,441
1910	22,735,156	34,087,802
1911	33,746,243	18,155,923
1912 (25 December)	9,885,641	17,414,535

We must also mention, amongst the great Argentine industries the wine industry. The capital employed in this industry is considerable: 210,000,000 pesos, paper money, without counting the value of vineyards—57,329 hectares—or that of cellars, etc., which amounts to 65,376,511 pesos.

The following table is a recapitulation of the wine industry at the end of the year 1912.

Summary of the Wine-growing Statistics.—1912.

PROVINCES	Number of wine vaults	Capital of the establishments (not including the value of the vineyards) \$ n/m	ANNUAL PRODUCTION		Value of the production
			Litres of wine	Litres of alcohol	
Mendoza.....	1,077	48,654,050	291,568,312	1,470,463	47,155,675
San Juan.....	396	10,755,614	66,227,713	271,433	9,131,528
Salta.....	74	863,620	5,722,500	55,130	1,073,484
La Rioja.....	502	703,833	4,430,121	45,466	694,741
Catamarca.....	193	855,422	2,915,700	3,825	347,191
Entre Ríos.....	203	1,761,893	2,761,105	16,132	638,175
Córdoba.....	408	6,740,405	2,746,204	10,644	549,691
Buenos-Ayres.....	341	577,920	2,252,970	1,262	564,414
Other provinces and Federal Capital.....	215	591,734	1,070,083	6,162	237,928
Total.....	3,409	65,376,511	379,699,708	1,955,516	60,448,727

INTRODUCTION

Industries

The Department of Commerce of the Ministry of Agriculture made in 1911 an industrial census of the Republic, the results of which are as follows:

Various Industries.

PROVINCES AND TERRITORIES	Number of factories	Capital — \$ paper	Annual production — \$ nm	Raw material — \$ nm	Horse power	Number of employees
Federal Capital.....	10,349	266,399,363	534,644,925	286,632,741	105,575	118,315
Buenos Aires.....	8,647	139,166,829	290,103,625	186,767,288	41,537	46,642
Córdoba.....	902	27,807,326	32,297,440	20,321,405	10,183	8,593
Entre Ríos.....	1,319	21,445,661	39,720,360	24,916,927	4,275	12,116
Santiago del Estero.....	261	17,124,013	13,006,998	5,213,568	1,803	11,142
Catamarca.....	225	10,134,387	1,638,905	622,104	359	1,658
La Rioja.....	75	5,960,767	379,650	527,050	763	907
San Juan.....	277	2,775,580	3,844,500	2,050,075	539	1,788
San Luis.....	188	1,642,300	2,200,510	1,229,292	148	652
Corrientes.....	620	5,069,546	9,450,(.94)	5,929,370	1,330	3,113
Tucumán.....	2,951	10,619,246	17,632,880	9,387,143	2,237	5,021
Santa Fé.....	294	49,613,200	135,299,927	86,571,154	13,437	21,175
Salta.....	873	3,979,230	6,369,215	3,599,525	721	2,185
Mendoza.....	183	13,969,922	20,996,662	11,535,723	2,454	5,104
Jujuy.....	777	1,920,014	1,658,318	1,657,954	595	1,210
Territories.....	13,561,217	12,510,163	7,104,532	3,596	6,996	
Wine cellars.....	28,601	591,214,691	1,121,754,172	653,135,853	189,558	246,614
Sugar refineries.....	3,409	65,376,511	60,448,727	41,271,841	6,239	45,776
Grand total.....	37	74,226,933	46,716,497	18,424,470	34,650	38,311
		730,818,135	1,228,919,396	712,832,164	230,466	330,701

XXI.—Holidays.

The fixed holidays are marked by the date and the movable feasts by the letter (m).

Sundays; New Years' Day, 1st., January; the Circuncisión, 6th., January Epiphany Thursday, Friday and Saturday of Holy Week (m); Ascension Day (m); Saint Peter and Saint Paul, 29th., June; the Assumption, August 15th; All Saints' Day, November 1st.; the Immaculate Conception, December 8th.; and Christmas December 25th. Besides these religious feasts there are two national holidays, May 25th. and July 9th. and a civil one, Carnival (Shrove Tuesday) (m).

Moreover, each town has its patron saints' feast. Buenos Aires has San Martin's day which falls on the 11th. November.

1.—From Europe to Buenos Aires.

The great majority of travellers from Europe to the Argentine Republic land at the port of Buenos Aires and the rapid descriptions of the main lines to be followed and which are found here, present a certain interest. Some years ago a few steamers touched at the port of La Plata (Ensenada) but now they arrive at the port of Buenos Aires itself.

Here is some information which will be useful to travellers.

Money.—We think it will be interesting to our readers if we give them some information about the money of the different countries situated on the route from Europe to the Argentine. Let us take the franc, gold money, as a unit.

The mark is worth about 1·23 fr.; the shilling 1·25; the pound sterling 25·25 fr.; the peseta 0·75 (paper and silver), the 25 pesetas gold coin, is worth 25 francs; the peseta contains 100 *céntimos*; the lira is worth 1 franc; the standard in Portugal is the *reis*; 25 francs are equal to 4,500 *reis* in gold and 4,900 in paper or silver money; 10,000 *reis* are worth 56 francs; the gold coins are of 5 and 10 thousand *reis*; those of silver are of 200, 500 and 1,000 *reis* and then there are the nickel and copper coins and banknotes.

Brazil has, moreover, some coins worth 20 thousand *reis* gold and her silver coins are of 2,000, 1,000 and 500 *reis*. The money of Uruguay is the gold *peso*, which is worth 5·15 francs, and as regards the Argentine money we describe it minutely on page 1.

The countries where Portuguese money is used are: Portugal and the Spanish town of Vigo, the Madeira Islands (Funchal), and the United States of Brasil; and those where Spanish money is used are: Spain and Santa Cruz de Tenerife. The franc is in use in France, Belgium and Dakar.

The equivalences given above are approximate; in practice there is, however, little difference. The gold coins which travellers should take with them are, of course, those which are most conveniently changed for the money of the country which they intend to visit.

Cabin.—It is necessary to bespeak in advance, either in Europe or in Buenos Aires, on account of the numerous demands made, one of the cabins situated on the left side of the fore-part or bow and with a window looking on the sea. The traveller will not, then, suffer from the sun's rays during the afternoon. As it must be born in mind that travellers have to cross the tropics in whatever season they undertake the voyage, they will find it good and comfortable to chose their cabin from amongst those on the deck.

Linen, Clothes.—Travellers must take with them very thin underclothes, especially flannel; but notwithstanding that they must not forget an overcoat.

A mat of Indian esparto (Spanish grass) for the bolster or pillow renders excellent services.

We advise also the use of a «camisera» (they can be bought at Franzi's, in Rome or Milan and at Mattaldi's, Florida, 350, Buenos Aires) to put shirts in.

Food.—On board almost all the steamers they give meat, fish and poultry preserved by means of freezing. Those who are not fond of this sort of food will do well to ascertain whether the steamer takes on board any living cattle or fowls for the passengers' food.

Wireless telegraph.—Most of the steamers going to the River Plate are provided with a wireless telegraph which can be used by passengers at a fixed scale of charges.

Time.—On approaching the Equatorial line, the traveller will remark that his watch gets about seven minutes slower per day as the steamer is going at a speed of 12 miles an hour. One can set one's watch right by the clock on board or by the hours struck by the bridge bell. It is necessary to take into consideration that the time is measured by periods of four hours, which correspond to the Officers'watches. One commences to count the hours, for instance from noon, at 12·30 one bell is struck; at 1 o'clock, two bells; at 1·30

two long bells and a short one; at 2, four bells separated into pairs by a longer interval at 2·30 four long bells and short one; at 3, six bells and so on until 4 o'clock when they strike eight bells in pairs. At four they begin again until 8 o'clock, then at midnight and so on.

This line across the Atlantic is much frequented, not a single day passes without one's seeing one or several steamers belonging to the different Companies plying to or from the River Plate.

The sight of a steamer is most interesting on board. (It is nice to have a field-glass.) The steamers of the different Companies are distinguished by the colours of their funnels:

La Veloce.—Yellow funnel with a red star and 5 dots in the centre.

Navigazione Generale Italiana.—Black funnel with a white band in the centre.

Royal Mail.—Yellow funnel.

Hamburg Sudamerikanische.—Yellow funnel for mail and passenger steamers and black for merchant steamers.

Sud-Atlantique (which has replaced the Messageries Maritimes).—Black funnel.

Transports Maritimes à vapeur.—Black funnel with red band in the centre.

The greatest depth found in the line is 2,500 fathoms and is situated, according to the English nautical charts, in 5° north latitude and 26° east longitude.

The animal life at sea offers an amusement which breaks the monotony of the voyage. Various kinds of birds accompany the steamer. They are as a general rule bands of seagulls which follow the boat to pick up the remains of food thrown into the sea; but they disappear on the high seas and come back when the ship approaches the coast.

Amongst the cetaceans, those of the dolphin species are most in evidence, and especially porpoises which measure over 2 metres in length and follow in the wake of the steamer and sometimes jump out of the water. One also sees the *dolphin* properly so called and the *swordfish* which attains the length of almost 6 metres; the latter is recognised by its dorsal fin which has the shape of a crescent.

Whales are seldom to be met with. Amongst fishes those called «flying-fish» are to be seen in large quantities in a

certain zone: they fly up to a certain height and sometimes even over the bridge.

Voracious sharks follow the track of the steamer as well, especially in the hot regions and near the coasts.

Phosphorescence is due to millions of animalculæ, with which the waters of the ocean are impregnated. This sight presents itself in all its splendour when the sky is dark and within the zone of high temperature.

A.—From Genoa to Buenos Aires.

Steamers belonging to the *Navigazione Generale Italiana*, the *Veloce*, the *Italia* and the *Transports Maritimes à Vapeur*: distance, 6,406 miles.

Astronomical difference 4 h. 50 m. between Genoa and Buenos Aires. The voyage lasts from about 18 to 23 days according to the company.

Genoa.—The town is built in the middle of the sea and offers a view of incomparable beauty on the declivity of the Ligurian Alps the tops of which are crowned with fortresses. One of them, the Sperone, marks the highest point of the town (516 metres high).

The port of Genoa, the largest in Italy and one of the most remarkable in Europe, forms a semicircle of 5 kilometres closed on the West by the Cape of San Benigno and the new breakwater and on the East by the old wharf. On the top of the hill of San Benigno's is the Linterna (the lantern) at an altitude of 126 metres.

Genoa has splendid and broad streets: some of them are bordered with magnificent palaces built of marble, richly decorated in the interior which have earned for the city the surname of *Superba* (Proud).

The centre of active life is the Piazza di Ferrari which is the meeting point of nearly all the electric tramway lines one of which goes to the Prinape station. Opposite this station is the Piazza Acquaverde, whence the via Balbi leads to the Piazza Annunziata; then there are the famous streets called Cairoli, Garibaldi, up to the Piazza Fontana Marose, Carlo Felice and the magnificent street known by the name of XX Settembre, bordered by high porticos; this is the main street of a whole modern aristocratic quarter which is in course of erection.

San Lorenzo's Cathedral is worthy of special mention: the building was begun in the year 1110; it contains remarkable sculptures and paintings of great value. The church named La Annunziata splendidly decorated, and those of San Siro, Vigna, San Pedro and La Puerta, are also remarkable.

Amongst the numerous and superb palaces erected in this proud city, we may mention the Palazzo Rosso, in via Garibaldi, which contains a magnificent collection of pictures; the Palazzo Bracco, in the same street, remarkable for its ancient paintings and sculptures; and the Municipal and Gambaro palaces.

Genoa possesses beautiful walks and gardens, amongst which we shall mention the Acquasola and the Di Negro villa situated near the Fotra on a hill whence a splendid panorama of the gulf is obtained.

The town is growing daily: its new quarters are spreading more and more and the two streets that surround it from the mountains to the sea shore are such as a town can be proud of. The feverish activity of its inhabitants, the continually progressive movement of its prosperous trade and industry, the opening of new outlets and railways contribute to make this town one of the richest in Europe.

The stay in Genoa, so attractive by itself becomes more enchanting still owing to the neighbourhood of the Eastern and Western «Rivieras».

On the Eastern Riviera—stands *Nervi* a much frequented sea-side resort during the summer season for bathing, and famous for its splendid villas and the mildness of its climate in winter; *Recco*, which springs up on a hill and a part of which is formed by Porto Fino, the ancient Portus Dalfini; *Camogli* a village devoted to fishing; *Santa Margarita de Ligurio*, a picturesque place on the sea shore; *Rappallo*, a celebrated bathing place; *Chiavari* and its beautiful churches; *Sestri Levante*, situated in a magnificent bay; *Spezia*, a fortified town the seat of the most important dockyard in the kingdom. On the Western coast, a delicious winter station, there are several little towns amongst which we must mention *Pegli*, a famous bathing place. The traveller can visit by special permission, the two sumptuous towns *La Doria* and *La Pallavicini*, in which the tropical flora is in full development; *Savona*, a very important town, industrial and commercial; *Oneglia* and *Porto Maurizio*, maritime towns; *San Remo*, a celebrated winter residence: with numerous and splendid villas, richly planted with palms; there are magnificent hotels much frequented by foreign tourists and especially by the English and Americans; *Bordighera*, celebrated for its palms, and *Ventimiglia* which marks the frontier between Italy and France.

The departure from Genoa is a sight that the traveller must not miss. As the steamer leaves the docks the town spreads itself in incomparable beauty situated as in an amphitheatre on the declivity of the Ligurian Alps the tops of which appear crowned with powerful fortresses.

One of these called the Sperone marks the most elevated point of the town (516 metres). The port of Genoa the foremost of Italy is one of the most important in Europe; it forms a semicircle of nearly 3 kilometres; it is closed on the West by the Cape of San Benigno on which is a lighthouse 126 metres high and by the new wharf; in the middle of the semi-circle are the Maritime Arsenal and the dry dock for repairing ships. The departure from the harbour lasts about half an hour and the steamer then enters the open Mediterranean Sea. Next day the steamer arrives at Barcelona. From Barcelona the steamer goes directly to Tenerife or St. Vincent according to the itinerary she has to follow.

The gulf of Lyons, which one must cross on the way to Barcelona is one of the most disagreeable features of the voyage because it is always rough and causes seasickness. This ailment is best combated by remaining in the open air, on deck, if possible. At Barcelona the steamers stop a few hours.

Barcelona.—A renowned maritime and commercial city in active business communication with the principal European ports; Barcelona can be rightly called the industrial capital of Spain.

Its woollen and cotton stuffs, its printed cloth, its silks, velvets, embroideries, lace and fancy-trimmings are universally appreciated. The town itself is defended against any possible attack by the batteries of the Montjuich fortress which commands the whole harbour, the town and its surroundings.

The capital of Catalonia has spread to a considerable extent outside its ancient walls which were demolished about half a-century ago, and day after day is changing its appearance with magnificent modern buildings, broad streets and splendid avenues. It is a lively town not only on account of its trade but also of the numerous amusements to be found. Its theatres and music-halls are celebrated, and dramatic companies and musical associations give daily performances in them.

The mildness of its climate and the artistic appearance of its public buildings and private houses make it the more gay and charming. The main building is the Cathedral of pure gothic style, crowned by two high towers. Its interior, richly decorated, is composed of three naves separated by gothic columns remarkable for their height and elegance. A subterranean chapel contains the remains of Saint-Eulalie, the patron-saint of the city. The Sacristy contains a monstrance of the most rare beauty and richness and the cloister is very interesting.

The churches called Santa María del Mar, Santa Ana, Santa María de los Reyes or del Pino and Santos Justo y Pastor are worth visiting.

Also the magnificent Ramblas, known throughout the world as being one of the most famous walks or boulevards, the fashionable Paseo de Gracia which leads to the beautiful suburbs called *Gracia, San Gervasio, Bonanova, Sarriá* and *Vallvidrera*; these magnificent suburbs, which now form part of the great metropolis are connected with the old city by means of electric rail and tramways and several fine roads for the use of the numerous motor-cars and carriages of all sorts that go to visit them. The Park with its beautiful zoological collection is also worthy of a visit.

The Catalonian metropolis possesses as well several asylums, Hospitals and Charitable Institutes.

The various lines of steamers going to South America have not a fixed calling-place; they stop either at Las Palmas or at Tenerife or St. Vincent. That depends as a rule on the advantages offered by the coal market. But if the traveller can he must chose one of the steamers stopping at the *Gran Canaria*, for this island is the most interesting of the whole group composing the Archipelago and possesses besides the best bay, the town of *Las Palmas* situated on the banks of the Angostura river. This river becomes an impetuous torrent during the rainy season.

The harbour known by the name of *La Luz*, where the big steamers anchor, is connected with the town by means of a tramway driven by steam, which covers the distance in less than half-an-hour.

This town, and Trafira situated near it, are renowned for their picturesque situations.

It is necessary to visit the cathedral of Las Palmas which contains some artistic and historical objects of great value, such as a chalice by Benvenuto Cellini, and the Museum which contains a remarkable collection of mummies and objects belonging to the first inhabitants of the island.

There are a great many tropical fruits which can be obtained at a very low price.

The traveller can also purchase clothes and needle-work for the half of the prices asked by the women vendors going about.

Santa Cruz de Tenerife.—Here the steamers stop again to take coal. It is a very pretty town, the capital of Tenerife island famous for its volcano. The town contains about 20,000 inhabitants.

The ships anchor very near the wharf. The passengers can visit the town which presents a very picturesque aspect while

the surroundings are bare of vegetation and wild and, like the whole coast of the Archipelago, of volcanic formation. In the fortress called San Pedro is kept as a curiosity the gun which caused Lord Nelson the loss of his arm when on the 25 July, 1797, he tried to take the city of Santa Cruz by surprise. If the traveller has sufficient time it will do him good to visit the winter station of *Orotava* as well as the main buttresses of the Teide peak which overlooks the town and which is not seen from the harbour, and presents an imposing aspect from a distance of 50 or 60 miles, rising from the surface of the Ocean in the form of a sugar-loaf. There is an electric tramway which reaches the fine place called *La Laguna*.—*Hotel Court*.—Hotel charges in English money.

St. Vincent is one of the ports where the steamers stop again. This is perhaps the most remarkable place though it is the smallest and the least populated of the islands composing the Archipelago of Cape Verde; its climate is famous for being so healthy. There is a port called *Puerto Grande* for the use of vessels carrying either passengers or goods going from Europe to Brazil, and it is at the same time a coaling station for ships going to America or Africa. There is nothing curious to be seen. Passengers can see only a mountain peak which, it is said, looks like Napoleon's tomb.

After this place, the steamers which take their departure from Genoa do not stop as a rule until they reach Montevideo, the capital of the Oriental Republic of Uruguay. This beautiful and picturesque city is built on the spot where the Rio de la Plata (river Plate) enters the Atlantic.

Montevideo is only a few hours' distance from Buenos Aires; the steamers plying between both ports start from the former between 6 and 7 p. m. and arrive at Buenos Aires next day early in the morning.

The port of Buenos Aires possesses 2 canals; one which starts from Riachuelo called *canal del Sur* and the other from the North Dock, called *canal del Norte*. The length of the first is 19 km. and 9 km. 80 0 m., that of the second. On the whole course of these 2 canals there are luminous buoys to show the way. At the entrance of the North Dock stands an elegant building belonging to the *Oficina Nacional de Hidrografía*. On the south side is the place for the inspection of luggage.

B.—From Hamburg to Buenos Aires.

The steamers belonging to the *Hamburg-Sud-Amerikanische-Dampfschiffahrts-Gesellschaft* all start from Hamburg. Difference of time from Bues Aires 6 h. 43 m.

The steamers *Cap Blanco*, *Cap Ortegal*, *Cap Vilano*, *König Friedrich August* take the following route:

From Hamburg or rather from Cuxhaven, the starting point of the great liners, the steamers go North-West and pass by the 3 lighthouse-boats in the Elbe: on the right hand-side the red rocks of Helgoland can be seen in the distance. On the south are several German, Belgian and Dutch lighthouses. The steamers stop at Dover, then at *Boulogne-sur-mer* where there are communication lines with the different parts of Europe. Boulogne is 4 hours from Paris and 1 $\frac{1}{2}$ hours from England. Near the town is the Grande Armée column with a statue of Napoleon I (53 m. high) in remembrance of the Boulogne encampment (1803-1805). Boulogne possesses good hotels and is a very interesting town to visit. From Boulogne the steamers go to *Corunna* (645 miles) or to *Vigo* (745 miles) and then to *Lisbon* (240 miles from Vigo). From this place, the steamers mentioned go directly to *Montevideo* (distance 5,230 miles) and after to *Buenos Aires*. The *Cap Blanco* and *Cap Ortegal* take 16 days; and the *König Friedrich August*, 15.

The other steamers of the Company *Cap Frio*, *Cap Roca* and *Cap Verde* follow the same route.

The return voyage is made almost in the same way by all the steamers up to Europe, where some of them stop at Vigo, others at Lisbon, as on their outward journey, and when the vessels leave the port of Montevideo, they follow the coast up to *Cape Polonio* remaining always in sight of the Uruguayan coast; this voyage is much better especially since the erection of a new lighthouse in the Lobos Island, opposite Maldonado. This lighthouse is situated in $35^{\circ} 1' 7''$ S. lat. and in $54^{\circ} 54' 22''$ long. W. of Greenwich. It is situated at an altitude of 66 meters above the sea level and it is visible at a distance of $23 \frac{1}{2}$ miles when the weather is clear. Its light is white and revolving from 5 to 5 seconds. Under the main focus there is a search light which marks a reef situated at a $1/3$ of a mile from the island. This light is red and covers the reef up to 2 miles West of the same. The lighthouse is provided with a semaphore.

When the steamer has passed Cape Polonio the traveller loses sight of the coast and does not see it again until she reaches Cape Frio, 3 days afterwards, near Rio de Janeiro. The traveller sees besides, Cape San Tomé and the Abrolhos islands (coral reefs) which the steamer leaves, however at 15-25 miles distance, because they are very dangerous. During this part of his voyage the traveller can observe magnificent sunrises as well a very picturesque formation of clouds and in winter especially he can see, every now and then, numerous whales. Further

on, the traveller can distinguish at intervals the Brazilian coast, near Pernambuco covered with palm-trees. The traveller meets there also, in mid ocean fishermen who risk their lives trying to get fish in small craft called *jangadas* made with palms. A day or so, before crossing the Equator, the steamer reaches the *Fernando Noronha* island, a volcanic rock covered partially with vegetation which presents to the traveller a beautiful appearance. The altitude of the rock is 300 meters; this island has no lighthouse: thus the ships are obliged to leave it on one side at night; it is provided with a telegraphic station and it served formerly as a prison for penal servitude.

Further on towards the north of the Equator is *Saint-Paul's Reef*, bare of any vegetation, about 500 meters long by 20 high, inhabited only by bands of sea-birds. During the day the steamer can approach very near the island.

The Cape Verde Islands are rocky and have a very scant vegetation; they are of volcanic origin and some are rather high. The only port frequented occasionally by the steamers which stop there to take in coal, is *Porto Grande* in the island of São Vicente; this port has no particular thing worthy of mention.

After these islands the steamer calls at *Tenerife*, described already, or *Madeira*, the capital of which is *Funchal* with 40,000 inhabitants. The money in circulation is Portuguese. The best hotel is the Monte Palace Hotel, whence the visitor obtains a splendid view over the town and sea.

Afterwards, the steamer does not stop until it reaches the European continent.

C.—From Southampton to Buenos Aires.

The steamers of *The Royal Mail Steam Packet Co.*, one of the oldest and most renowned which come to the River Plate, take 21 days in their voyage (6,434 miles). The time at Southampton differs by 3 hours 48 minutes from that of Buenos Aires.

The steamers belonging to this Company call either at one or another of the ports of *St. Vincent*, *Tenerife* or *Madeira*. Then, at *Rio de Janeiro*, *Santos*, *Montevideo* and *Buenos Aires*. On their return they stop at *Cherbourg* to land the passengers for *Paris*.

Southampton.—*Hotels:* *Radley*, opposite the station; *South Western* a grand hotel; *Matcham's Dolphin*, *Royal Star*, *Crown Pier* on the wharf; *Dock Hotel*, *Flower's Temper-*

rance; Queen's Terrace; Goodrige's; Railway, near the station, Bar at the station.

The steamer descends the Southampton Water and passes up the Solent between the Isle of Wight and the Hampshire coast.

A fine sight is presented on the right by the old castle called *Hurst Castle* and on the left by the *Needles*, three picturesque points (lighthouse: red light, revolving). The cape of *Saint Albans* a peninsula called *Bill of Portland* and the *Star Point* lighthouse (white light, changing) are on the right. The celebrated *Eddystone* lighthouse (with two lights, one fixed, and another revolving) is erected further on in Plymouth bay.

Cape Lizard the westernmost point of England and the group of the *Scilly* islands, are the last points of European land to disappears.

D.—From Bordeaux to Buenos Aires.

This itinerary is followed by the steamers belonging to the *Compagnie Sud-Atlantique* which has taken the place of the *Messageries Maritimes*, one of the oldest Companies going to the Argentine Republic. These steamers start from Bordeaux every other Friday. The fastest steamers take 21 days (6,250 miles) from one port to the other. The time at Bordeaux shows a difference of 3 hours 14 minutes from that of Buenos Aires.

Bordeaux.—At 96 km. distance from the sea, on the river Gironde, which forms a magnificent port, it is one of the largest towns in France and at the same time one of the most interesting. From the bridge on the river Garonne which is a remarkably fine piece of work the sight embraces the whole port of which wharfs are bordered with monumental mansions.

The steamers start from this port for the Atlantic line but on account of the difficulties of the river navigation for large ships, the steamers are obliged to go to Pauillac where they take the passengers brought from Bordeaux by a special boat.

These steamers follow then the western coasts of Spain and Portugal, calling successively at Corunna which takes its name from the kind of lighthouse shaped like a column called *Tierra de Héreules* and which, it is thought, was erected by the Phoenitians. Vigo, the anchoring road of which is protected by magnificent strong forts and then Lisbon on the right bank of the Tagus at 20 km. from the mouth of this majestic river.

The capital of Portugal is gracefully situated on a series

of hills. The streets of the old city are narrow and irregular whilst those of the low lying town along the river are broad and full of beautiful buildings. The *Palacio das Necessidades* commands a beautiful view on the river and its gardens contain valuable botanical collections. Amongst the remarkable buildings we must mention the *Palacio Ajuda*, where the royal drawing-rooms were held; the *Cathedral*, formerly a mosque; *São Antonio*; *São Vicente de Fora* where the sovereigns of the house of Braganza were buried; the *Castello de São Jorge*, the great aqueduct which crosses the whole valley of Alcantara, the *Torre de Belen* universally known for its architecture and lastly *Circo dos Touros* where the bullfights take place, a building which can hold a considerable number of spectators.

Five days after, the steamer calls at *Dakar*, the harbour of which is very pretty and safe and has become, on account of its situation on the extremity of the Cape Verde peninsula on the Senegal coast, the most important commercial place of the West Coast of Africa. Then the steamers start again for the Atlantic on their way to *Pernambuco*, on the Brazilian coast. This town is a very important business town and is situated at the confluence of the rivers Capibaribe and Beberibe which divide it into 3 quarters connected by 6 bridges. This town possesses numerous buildings such as the *Governor's Palace*, the *Arsenals*, the *Santa Isabel* theatre and the three forts called *Cinco Fontas*, *Buraco* and *Brum*.

The other ports of call in South America are: *Bahia*, the ancient capital of Brazil which possesses a anchoring roadstead. The low town with its high houses crowded between the hill-side and the sea form a funny contrast to the high town, greatly extended, very modern and full of graceful villas. The ascent is by no means tiresome. *Rio de Janeiro*, built on a large bay, the most beautiful in the world excepting that of Constantinople (see the description of the town on the XXXVIIth Route); *Montevideo*, the capital of the Oriental Republic of Uruguay, a splendid city, very modern, admirably situated on the left bank and almost at the mouth of the River Plate. Another day only and the steamer arrives at *Buenos Aires*.

E.—From Marseilles to Buenos Aires.

The service is undertaken by the *Société Générale des Transports Maritimes à Vapeur*. Paris 8, rue Ménard (rue du 4 Septembre); Marseilles, 3, rue des Templiers; Buenos Aires, Reconquista 429. Difference in time between the two places 4 hours 50 minutes. Average time taken on the voyage

20 days. Departure from Marseilles of the steamers not calling at Brazil, the 10th and 20th of each month.

Departure of those calling at Brazil the 24th of each month. Departure from Buenos Aires of the steamers not calling at Brazil the 8th and 18th of each month; departure of those calling at Brazil, the 30th of each month.

These steamers also take passengers for Naples and Genoa by transhipment. The steamers calling at Brazil start only from Marseilles.

The steamers of this company which make the voyage directly when they start from Marseilles on the 10th call at Montevideo, and those which start on the 2nd call at Barcelona and Montevideo.

When they call at Brazil they take 28 days on their voyage and stop at *Valencia, Málaga, Gibraltar, Madeira, Dakar, Rio de Janeiro, Santos* and *Montevideo*.

As the other journeys have been already described in the chapter about the various Companies we shall only describe this one.

Marseilles.—The first maritime port of France is a gay and pretty city and of a quite modern appearance since everything common or ugly that remained has been destroyed. Thus of the ancient Marseilles founded by the Greeks, about 600 years B. C. not the slightest trace remains now.

The relations with Algiers, Tunisia and the extreme East since the opening of the Suez canal have given a great impulse to trade in Marseilles.

Two magnificent streets at right angles, cross the city: one starts from the old port and bears the name of Cannebière, rue Noailles and Allées de Meilhan. These streets are very long and broad. The other one, which crosses the Cannebière, leads to the famous promenade called the *Prado*, a favourite resort of the Marseillaise society.

What strikes the traveller most in Marseilles is its magnificent port, always, full of vessels of all nationalities where the turmoil of its busy life makes Marseilles the third port in Europe.

Marseilles possesses beautiful churches amongst which the most remarkable are the Cathedral, St.-Mary Mayor erected in 1852-3 in a new byzantine style with a vast terrace overlooking the docks: two of its towers are 460 ft. high and the interior is richly decorated.

As regards the chief buildings we shall mention the Stock-Exchange on the Cannebière, built in 1852: it has a beautiful front and very pretty statues in the porticoes that surround it; the Palais de Longchamps which commands

the northern extremity of rue de la Madeleine is a magnificent building in the Renaissance style, which contains the Fine Art Museum, with a collection of sculpture and paintings of modern artists.

Valence.—A large town of 170,000 inhabitants; it is not really situated on the sea shore, but at a distance of about 5 km. and the port or Grao forms an independant agglomeration communicating with the city by means of electric tramways and a railway.

Valence is very picturesque, and lively; certain monuments are very characteristic and the avenue *Alameda* is beautiful.

Malaga: 110,000 inhabitants.—The large ships cast anchor in the fore part of the port and are moored behind the great jetty; 10 or 15 minutes are sufficient to land at the centre, if the traveller does not wish to walk to the interior of the city by the jetty.

The climate of Malaga is hot; the town itself is very interesting; the enormous mass of the Cathedral commands the whole city. This cathedral is worth a visit and certain old parts of this building are very remarkable.

The wine merchants send their agents on board the steamers to take the passengers' orders.

Gibraltar.—On arriving the sight is most striking; when the ship turns round Europe's Point the traveller sees first the wild cliffs and enormous crags of the East coast and afterwards the fortifications, the military port and the town which is situated on the West slope of the peninsula. The roadstead is full of coal barges and vessels of all kinds.

The trading steamers cast anchor far from the landing place and passengers will do well not to land if the weather is doubtful; thus they will avoid being cheated by the boatmen.

Gibraltar being a garrison town, a permission ticket to remain in town only until the evening gun-shot can be obtained by any one wishing to go on shore. If any passenger wishes to spend the night on shore, he must ask for a new permit.

Gibraltar is a free port, and the traveller need not bother about custom-house duties on landing his luggage which goes with him on landing as well as on going on board.

The visitor finds, in Gibraltar, a good many selected objects from Morocco, Malta, the East, etc. You must not think that you will be allowed to visit the fortifications. On

the other hand it is not really worthwhile to visit them for there is nothing interesting.

Madeira.—Funchal is the chief town in the island, and the only one of any importance and it is very picturesque: steamers cast anchor very near the shore on account of its great depth and the boats taking passengers, take them to the beach or land them at the small port situated on the west side of the town. Around Funchal there are splendid drives in cars drawn by oxen, in sledges or on horse-back. The visitor will find in Madeira all kinds of articles of hosiery very carefully made; chairs, tables, baskets, the renowned embroideries, and the celebrated Madeira wine, at various prices, of course.

Dakar.—Dakar is the landing and embarking place for all passengers going to or coming from Senegal.

The roadstead is beautiful and safe; the town is growing day by day. The Company's Agency is easily recognisable by the flag that is flying. For the transport of themselves and their luggage passengers must come to terms with the masters of the coasting boats who undertake that service.

If a traveller lands he must take all sorts of precautions against the sun. The negro town is very interesting to visi.

Bahía.—The ancient capital of Brazil with a splendid roadstead; the low town, with its high houses crowded between the cliff and the sea forms are markable contrast with the high town, vast, modern and full of villas. The visitor can ascend to it easily enough but there are not many points of interest.

The Agency is in the low town near the landing place. On going on board the passengers take their luggage with them, and when they land their luggage is left on board. The authorities do not allow their taking it away immediately.

Rio de Janeiro.—(See XXXVIth Route.)

Santos.—This town is situated several miles in the interior on the right bank of an old river which has become an arm of the sea; it is properly speaking Saint Paul's harbour. The view on entering is beautiful. If the traveller can dispose of some time he can go to St.-Paul, the capital of the State of this name which is a very large and pretty town; some trains run twice a day and the route abounds in interesting sites.

Although the town is actually bordered by wharfs and

docks the large vessels which do not make a long stay at Santos are but rarely, moored. From the roadstead to the landing place it takes from ten to fifteen minutes according to the anchorage and the current. As regards luggage it is the same as in Rio de Janeiro.

Montevideo.—Montevideo is a very easy place of call for passengers going to Buenos Aires: it is convenient for receiving and sending letters and telegrams and both towns are united by telephone. A daily service of comfortable and fast steamers allows the travellers who are in a hurry to reach Buenos Aires some time before the arrival of the large steamer.

The town is beautiful, very modern, well drained; the climate is not so hot as that of Buenos Aires and the promenades called *El Prado* and *Paseo del Molino* are very agreeable, but the large vessels are obliged, for want of water, to cast anchor far away from the shore. The transport from the steamer to the small steam-boats that make the service in the harbour becomes very difficult when the weather is bad. The project of the new port is now in good hands.

The Agents tell the passengers, in delivering them the tickets, the exact time of departure of the steam boats flying the Company's colours on which the passengers from Montevideo are gratuitously received with their luggage.

Passengers have to pay for their conveyance to their destination as well as for their luggage.

The Agency is n.^o 78, A., calle Colón.

Buenos Aires.—The Company steamers arrive at Buenos Aires, in the new port, and that allows the passengers to embark or to land directly on the wharf and in the very heart of the town without the troublesome journey to the port of La Plata.

On embarking the luggage is received on board on the eve of departure, and on its arrival it is placed in the Company's care in the Custom house departments where the passengers can go immediately on landing. The Custom house and other services are well organized.

The Agency is n.^o 429, calle Reconquista.

F.—From Trieste to Buenos Aires.

This service is entrusted to the steamers belonging to the Compagnie Austro-Americaine the Agents of which are: Christophersen Freres, calle San Martín 470.

This Company, established not very long ago for the na-

vigation between the Austrian and River Plate ports, possesses a very numerous fleet. Some of its steamers such as the *Kaiser Franz Josef I* are very fast (from Barcelona to Buenos Aires in twelve and a half days) and are provided with all modern appliances necessary to make the voyage agreeable and comfortable.

These steamers which start from Trieste call at Naples, Barcelona, Tenerife, Rio de Janeiro, Santos and Buenos Aires the description of which we have given before and therefore we shall not repeat it.

The principal steamers of this Company are, besides the *Kaiser Franz Josef I*, the *Marta Washington*, *Laura* and *Alice*, *Argentina* and *Oceania*, *Sofia Hohenberg*, *Francesa*, *Colombia* and *Atlanta*.

Trieste.—This beautiful city is built on the gulf of the same name at the northern extremity of the Adriatic sea and it is the port nearest Central Europe. It is a very busy town on account of its numerous business transactions and is situated on the way from Central Europe to East, Africa, India, America, etc. Its development has been so rapid during the last few years that it has been deemed necessary to build a new port in the large Muggia bay.

Trieste possesses numerous and beautiful buildings, public and private museums, etc.

The theatres are numerous as well, but the most important is the Verdi Theatre. The principal square is the Piazza Grande which overlooks the sea, and in which is situated the Town Hall, the Austrian Lloyd's Palace and that of the Government, The Corso divides the town into two: the old and the new town. It has a great many promenades in its surroundings, the prettiest of them being Barcola on the sea shore at the foot of green hills where there are many splendid villas.

Miramar's castle is the most interesting place in outer Trieste. There is a magnificent park which makes it one of the prettiest castles in Europe.

The grottoes of San Canzian two hours from Trieste are also very interesting.

Naples.—Naples is situated on the gulf of the same name at the foot of green hills, and it is one of the prettiest and richest towns in Italy. It possesses some artistic collections in its museums and public monuments of rare beauty. The panorama is one of the finest in the world.

From Capodimonte, in the North to the old *Castel dell'Ovo* in the South; from Mergellina in the West to the Granili in the East the town extends in an amphitheatre round a

gulf of incomparable beauty; the sky and the waters are always blue, the graceful lines of the hills which are reflected in the sea, the islands, and the imposing Vesubius form a spectacle of extraordinary scenic beauty.

The Eastern portion of the town surrounded by the hills is the oldest and most densely populated. The West portion is built on a strip of land which enters the sea. At the foot of the hills, along the coast, between Via Caracciolo and Mergellina, is the prettiest walk in the world, from the aristocratic boulevard of La Toretta and La Riviera to the beautiful Villa Nacionale with the important aquarium, and la Piazza della Victoria.

Beyond the Corso is the new quarter called Vomero, densely populated and communicating with the lower town by means of two cable railways. Further up, and on the hill bearing the same name is the St. Elmo's fortress. The view obtained at this spot is unrivalled. On descending from it the way leads to a grotto in Posillipo's hill and to the church of Our Lady of Piedigrotta where an annual festival which is most original and characteristic takes place.

There is nothing so beautiful as Posillipo's hill with its villas, its palm groves, and pretty houses. On the eastern side of *Castel dell' Ovo* is Santa Lucia's quarter where the large steamers cast anchor. It is the great industrial quarter with its vast factories and large working premises and the popular Mercato's quarter with the Royal Church.

The Corso Garibaldi begins there and passes to the Piazza della Ferrovia, the most central and prettiest place in Naples. From thence starts the new street, Corso Umberto I. Some splendid buildings such as the University and the Stock Exchange are the ornaments of this street. From the *Castel dell' Ovo*, towards the centre of the town runs the Piazza del Plebiscito with magnificent fountains, two monuments, and on its larger side the Palazzo Reale and *San Carlo's Theatre*, one of the largest and most beautiful playhouses in Italy.

Just opposite the theatre is the important museum called Umberto I and further on the Via di Roma with its modern palaces crosses the town in its whole length from the seashore up to the hills: this is the most elegant street in the town and it is the centre of activity.

As regards important establishments we may mention the Royal Museum and the National Library.

G.—From Amsterdam to Buenos Aires.

The steamers belonging to the Lloyd Royal Dutch start from Amsterdam. These are the *Hollandia*, *Frisia*, *Amstel-*

land, Maasland, Delfland, Eemland, Rijnland and the *Zaanland*, all provided with every modern appliance for the comfort and security of passengers.

After Amsterdam the first call is Dover (two hours from London by rail). The distance from Amsterdam to Dover is 147 miles and it is run in about 11 hours.

After one hour's stoppage at Dover harbour the voyage continues down to La Rochelle-La Pallice (8 hours' rail journey from Paris).

Then the steamer starts again and does not stop until it reaches Corunna (540 miles' distant) where it arrives two days after leaving La Rochelle-La Pallice. The stoppage is just long enough to allow the traveller to visit this interesting place and get an impression of a Spanish port.

At dusk the steamer starts again for Vigo (135 miles) where she arrives in the morning of the following day. There the traveller has also sufficient time to visit the town.

From Vigo the steamer continues her way to Lisbon (242 miles) where she arrives on the fourth day after her start from La Rochelle-La Pallice.

From Lisbon the steamers go directly to Rio de Janeiro, then to Santos and lastly to Buenos Aires.

2.—Buenos Aires.

Arrival.—Hotels.—Restaurants.

Arrival.—The steamers coming from Europe cast anchor near a covered dock where the passengers' luggage is inspected. First-class passengers are separated from those belonging to the third.

In this dock the passengers or their representatives must present themselves with the keys of their luggage in order that it may be inspected by the Custom House officers. On board all the steamers there are agents of the *Compagnie Nationale de Transports* (Expreso Villalonga) and of *La Confianza* who undertake to deliver the luggage at the passengers' residence after the inspection. These companies are very reliable, and the traveller can have full confidence in them.

The Custom-house officers are very polite and tolerant about the wearing apparel brought by passengers, who, notwithstanding must be careful not to introduce in their trunks or boxes any articles subject to duty. If the traveller has any such, he must declare them to the officer on board in order to include them in the ship's declaration. When the inspection is finished the traveller will find carriages to carry

him wherever he wishes as well as taxi-cabs (see the tariff). In the docks where the luggage lies for inspection there are agents belonging to the principal hotels.

Hotels.—There are numerous hotels in Buenos Aires situated in the principal streets and avenues with tariffs differing according to the luxuries they offer to travellers, who are able to reside in one suited to their means.

The extraordinary improvement in hotels dates only from a few years ago. This improvement was begun—let me remind my readers—by the *Royal Hotel* (calles Corrientes and Esmeralda) with a building especially erected with this object and beautifully furnished. Then appeared successively the *Splendid Hotel* (Avenida de Mayo and calle de Lima;) the *Metropole Hotel* (Avenida de Mayo and calle Salta), now *Cecil-Hotel*; the *Phœnix Hotel* (calle San Martín 780); the *Grand Hôtel* (calle Florida 25); *Caviezel's New Hotel* and the *Paris Hotel* (Avenida de Mayo and calle Salta).

After these hotels there are the newly erected ones which show further remarkable improvement in their installation and internal organization, and home comforts that they offer to travellers residing in them. The *Palace-Hotel* (calle 25 de Mayo 215) is a fine specimen of this progress, but the *Plaza-Hotel* is part of a splendid fourteen-story building (calles Florida and Charcas) with all the luxury and comfort of the best renowned European and North-American establishments of this kind. This hotel was built by a banker, the late Mr. Ernest Tornquist as a specimen of the national progress rather than a money making undertaking.

Not long ago, the *Majestic-Hotel* was opened; a magnificent building appropriated for the purpose (Avenida de Mayo 1317) and provided with every comfort. And lastly the recently opened grand hotel called *Savoy Hotel* installed in the immense buildings belonging to the family Saavedra Zelaya situated in the Avenida Callao and calle Cangallo. This hotel, owing to the considerable number of its apartments and their luxurious furniture, the order, foresight and comfort with which it is organized, is one of the best in the metropolis, and could hold its own amongst the first class establishments of its kind in any European capital. These hotels possess together over 700 rooms in which they can receive over 700 people. They are all provided with lifts electric light, bath rooms, heating and ventilation. The minimum tariff per person is \$12 per room every thing included and the charge increases according to the luxury and dimensions of the apartment taken. Here is a list of the hotels especially recommended.

Plaza-Hotel, corner of Florida and Charcas (Unión Tele-

fónica 3060, Libertad); Majestic-Hotel, Avenida de Mayo 1317 (U. T. 3450, Libertad); Palace-Hotel, calle 25 de Mayo 215-21 (U. T. 5640, Avenida); Savoy-Hotel, corner of Callao and Cangallo (U. T. 5800, Libertad); Grand Hôtel, calle Florida 25 (U. T. 5160, Avenida); Paris Hotel, Avenida de Mayo 1161 (U. T. 3560, Libertad); Royal-Hotel, calle Corrientes 782 (U. T. 1209, Avenida); Caviezel's New-Hotel, Avenida de Mayo 915 (U. T. 2740, Libertad); Phœnix-Hotel, calle San Martín 780 (U. T. 4054, Avenida); Cecil Hotel, Avenida de Mayo 1201 (U. T. 3566, Libertad); Grand Hôtel Frascati, Avenida de Mayo 1088 (U. T. 2063, Libertad); Hotel Americano, calle Cangallo 966 (U. T. 1697, Avenida); Chacabuco Mansion's, Avenida de Mayo 748 (U. T. 1952, Avenida); Hotel Colón, calle Chacabuco 221 (U. T. 1598, Avenida); Hôtel de France, calle Esmeralda 116 (U. T. 512, Avenida); Gran Hotel España, Avenida de Mayo 916, 938, 952 and 956 (U. T. 1075, 1811, 1943 and 2234, Libertad); Hotel Castilla, Avenida de Mayo 1204 (U. T. 2671 Libertad); Hotel Congreso, calle Callao 19 (U. T. 1809, Libertad); Hotel de Mayo, calle Victoria 402 (U. T. 900, Avenida); Hotel Galebo, calles Perú and Alsina (U. T. 2632, Avenida); The Garden Hotel, calle Callao 950 (U. T. 10, Juncal). In the outskirts of the capital we have: Hotel Carapachay, in Olivos (C. de F. Central Argentino), (U. T. 7, San Isidro); Park Hotel in Bella Vista (Pacífico and Laeroze), (U. T. 25, Bella Vista); La Delicia, in Adrogué (Sud, U. T. 54, Adrogué); Eden Hotel, in Olivos, Vicente López station (U. T. 1000, Belgrano); Hotel del Prado, in Bella Vista (Pacífico), Quinta V. San Juan (U. T. 62, Bella Vista).

THE PHœNIX HOTEL (780 calle San Martín): The English Hotel of Buenos Aires, recently enlarged and redecorated, large Drawing, Dining rooms, and Lounges, spacious Billiard room. Special service for receptions etc., English speaking servants, charges inclusive and moderate.

THE ALBION HOTEL (1168, Avenida de Mayo). Is an excellent moderate-priced hotel, noted for its cleanliness and comfort. Rooms with full *pension* can be had from \$ 6 (paper) a day. Telephone and lift service. The Hotel is under Swiss management and English is spoken. Proprietors, Messrs. Caviezel and Meuli.

GRAN HOTEL ESLAVA (Avenida de Mayo 984/1000).

Teleph. Coop. 1451 Central & Union 968 Libertad.

Prop. Lima & Co.

Excellent situation in the most beautiful street of the city and right in the centre of the business and shopping

districts. The comfort and sanitary arrangements are absolutely modern and up to date. Wines and cooking have a deservedly good reputation. Concerts every evening during dinner up to midnight. Prices moderate.

Restaurants, Cafés and Beer-houses.

Restaurants.—There are a great many of them in Buenos Aires: some serve meals at a fixed price and some *á la carte*; that is, the customer pays according to the charges marked in the bill of fare. The latter are preferable to the others on account of their luxury.

We shall only mention some of them situated in the centre of the town, although we do not mean to say they are all splendid or that there are not many others which are equally worthy of recommendation.

As a general rule, the luncheon takes place between 10 a. m. and 1 p. m., and the dinner between 7 and 9 p. m. In the restaurants *á la carte* or by the bill of fare, the customer can pay the waiter if he has not chosen to pay in the counting house of the establishment. In the first-class restaurants it is the custom to give the waiter \$ 0·50 as a tip and \$ 0·30 only in the others.

Any one can lunch and dine in the hotels such as the Plaza Hotel, the Palace Hotel, the Paris Hotel, the Grand Hotel, the Majestic Hotel, etc. Some of them such as the Plaza Hotel, the Palace Hotel, the Majestic Hotel, the Paris Hotel and the Grand Hôtel, give dinner-concerts at a very moderate charges. These dinners are open to all.

Evening dress or dress jacket should be worn although the customer is not obliged to appear in it.

The principal restaurants are: Rôtisserie Sportsman, calle Florida 40; Rôtisserie Harguindeguy, calle Esmeralda 331-333; the luxurious «Trianon», corner of calles Suipacha and Cangallo; Rôtisserie Argentine, corner of calles Lavalle and Talcahuano; Royal Keller, restaurant and beerhouse, grand orchestra, calle Corrientes 778 and calle Esmeralda 385. They charge for the meal, luncheon or dinner \$ 1·25 and they sell tickets available for 10 meals at \$ 13. Luzio Brothers, corner of Maipú and Sarmiento streets and corner of San Martín and Bartolomé Mitre streets; Aue's Keller, calle Bartolomé Mitre 650; Ferrari, calles Uruguay and Sarmiento; Schafer and Sougnac, calle Bartolomé Mitre 387; Viuda de Sempe, calle Cangallo 425; The Brunswick, calle Bartolomé Mitre 387; Rôtisserie-Bar Chantecler, calle Corrientes 439, open day and night.

Cafés.—The number of coffee-houses is immense: thus,

we shall not mention all but will point out the most important of these establishments:

The most magnificent are to be found in the splendid Avenida de Mayo. During winter they are the meeting place of numerous people who remain in them until one o'clock in the morning and during the summer season, just as on the boulevards of Paris, the broad side walks are filled with small tables and chairs occupied by lively groups of ladies and gentlemen conversing and taking refreshments. The sight is very entertaining.

The principal cafés in the Avenida, not including the hotels which are also cafés, are: Confitería de Londres, 684; Café de Madrid, 701; Café Tortoni, 825; Café Central, 899; Gran Café Scala, 960; Gran Café Colón, 999; Café La Armonía 1002; Café del Teatro de Mayo, 1091; Café La Castellana (with a cinema), 1149; Café Centenario, 1355.

Quite recently numerous music-halls have been established in the capital. These houses possess excellent orchestras and there is every evening a large audience of men and sometimes many representatives of the fair sex. The most frequented of them are; the Café Colón, Avenida de Mayo and calle Bernardo de Irigoyen; La Castellana, Avenida de Mayo 1149; the Tortoni, Avenida de Mayo 825; the Central, Avenida de Mayo, 899; La Giralda, corner of Rivadavia and Tacuarí; the Guarany, corner of Corrientes and Esmeralda Streets; the Mogyana, corner of Corrientes and Suipacha; the Ideal Bar, corner of Corrientes and Libertad streets, etc.

The coffee is, in general, very good and it costs only \$ 0·15 per cup a small glass of brandy costs from \$ 0·30 to \$ 0·50 according to the brand; the syrups cost \$ 0·25 and the icecreams \$ 0·25.

Besides these cafés there are some special and very elegant establishments for the sale of coffee.

The principal houses of this kind belong to the «Brasileña» and to the «Café Paulista».

These establishments possess branches in calle Mai-pú 232; Carlos Pellegrini 189, Santa Fe 2437, Bernardo de Irigoyen 1090, San Martín 40, Rivadavia 2400; all belonging to «La Brasileña», and Salta 461; Bartolomé Mitre 490, San Martín 85, Corrientes 433, Corrientes 948, 25 de Mayo 79, Rivadavia 6976, Cabildo 2070, Brasil 1148, Salta 459, Chacabuco 281, Almirante Brown 1374, Santa Fe 2411 and Florida 156 belonging to the «Café Paulista».

A cup of coffee costs \$ 0·10 and the tip is \$ 0·05.

Beer-houses.—Beer is served in almost all cafés and confectioner's but there are some special houses where the

lover of this drink will find excellent German and English beer as well as beers brewed in the country, Quilmes, Bieckert and Palermo.

We recommend especially Luzio Bros, at the corner of Maipú and Sarmiento streets, San Martín and Bartolomé Mitre streets and Aue's Keller, Bartolomé Mitre 650.

Luncheon.—It is served in the restaurants and besides these establishments we shall mention: The Five O'clock Tea Room, calle Florida 76 and 329; the Confitería del Aguila (room for ladies), Callao and Cangallo; the Confitería del Gas, corner of Rivadavia and Esmeralda streets (special room for ladies); Lascano, Bartolomé Mitre 502 (speciality in sandwiches); Luzio Bros, corners of San Martín and Bartolomé Mitre streets and Sarmiento and Maipú streets (orchestra); the Confitería París, Chacras and Libertad and Corrientes and Suipacha.

Confectioners' shops.—The «Confiterías» are a speciality in Buenos Aires; they serve drinks the same as in the cafés and there they sell, also all sorts of cakes and sweets. Let us mention amongst the best, the following establishments of this kind: El Aguila, Callao and Cangallo streets; El Gas, corner of Esmeralda and Rivadavia; Jockey Club, corner of Cerrito and Sarmiento; Dos Chinos, corner of Alsina and Chacabuco streets; Colombo, corner of Esmeralda and Corrientes streets; Blas Mango, Florida 656; Del Molino, corner of Rivadavia and Callao; París, corner of Chacras and Libertad streets, etc.

Confectionery-makers.—Excellent sweets are made in Buenos Aires. We recommend the traveller to taste the tomato's confiture unknown in Europe as well as the «du-raznítos de la Virgen» and the «dulce de leche». The traveller will find the latter in the best milk-shops. Amongst the specialists in this line we are able to mention: González S., calle Salta 225; Noël B. and Co., calle Defensa 983-993; Vitaloni Horace, calle Anchorena 991; Vicente Fangio, calle Cerrito 1194; Domingo González, calle Rodríguez Peña 370; Manuel Santan, calle Chacras 1490; Silva Hermanos é Infesta, calle Piechincha 1550; Horacio Vitaloni and Co., calle Humahuaca 1028-1044 (U. T. 889, Mitre); Daniel Bassi and Co., (late Codet's), calle Bartolomé Mitre 2550 (U. T. 534, Mitre).

Chocolate ready made.—Besides these confectioners' shops they serve good chocolate at Vicente Rey's, calle Cangallo 916 (private room for ladies).

Milk-shops.—During the summer season milk is the favourite beverage in Buenos Aires. This preference is due not only to the excellency of this product which is delivered to the public pasteurized and fresh, but also to the elegant rooms where it is served. The important Companies La Martona, La Granja Blanca, and La Marina have established in the town numerous branches where milk is sold at 0·10 a pint. In these rooms they sell also eggs, butter and cheese made in the said establishments.

Railways.

The metropolis does not yet possess any Elevated Railway like that of New York or any Metropolitan like that of Paris or the Tube of London, crossing the town from one end to another.

But by virtue of a concession made by a national law, the Anglo-Argentine Tramways Co., which possess the greater part of the tramway lines in the metropolis is working now on a complete set of underground lines viz.:

- a) From Plaza de Mayo to Plaza Once de Septiembre.
- b) Prolongation of the former down to Plaza Primera Junta (Caballito).
- c) From Retiro to Plaza Constitución.
- d) From Plaza de Mayo to Palermo.

The work on the first line, executed by Philipp Holzmann and Co. Ltd., is almost finished, and by the end of this year the first underground tramway will run in Buenos Aires.

The width of the tunnel where this tramway will run is sufficient to allow the laying of two lines more just like those belonging to the level tramways in the town. The electric current is brought by overhead wires placed on the upper part of the tunnel, and the trolley will be of a special kind which will obviate the car's being shifted off the line. The side walls of the tunnel are built of stones, and on them rest the beams which support the brick vaults forming the roof that is situated very near the roadway in order that access to the stations may be as comfortable as possible.

Another interesting point of this great work is the crossing of the tunnel of the 1st. line with the two tunnels of the 2nd one, from the Retiro to the Plaza de la Constitución.

These two crossings are situated in the Avenida de Mayo corner of Chacabuco and Piedras. The accompanying plan shows the manner in which the three arteries for the traffic that the great metropolis will shortly possess cross. On the first level the Avenida de Mayo is shown, on the second, the tunnel with a double track belonging to the line from the

Plaza de Mayo to the Plaza Once, and on the third, and cutting the preceding at right-angles, the tunnel of the line from the Retiro to the Plaza Constitución.

To these lines will be added later, and at a still lower level, the lines for goods trains which the Western Railway is constructing between the Once Station ant the Retiro, beneath the Calle Rivadavia and the Avenida de Mayo.

In the above-mentioned plan may be seen the carriages which wil be employed on these underground railways. These carriages will be constructed with seats for 60 passengers, and considering that the traffic in the interior of the tunnel will be 45 trains per hour, it is seen that a total of 38,000 passengers can be transported in this space of time.

Southern & Port Ensenada Railway.—Local agency, 564, Calle Cangallo; Administration, Plaza Constitución; Information and telegraph office, 556, Calle Cangallo.

This company serves the whole of the south of the province of Buenos Aires as far as the national territory of Neuquen, after a journey of 1,240 kilometres.

The total length of all the lines of this company is 3,979 kilometres; the following are the principal ones:

Buenos Aires, Olavarria & Bahía Blanca (via Cañuelas and Gen. Lamadrid), 680 kilometres; Buenos Aires & Bahía Blanca (via Pringles); Buenos Aires, Tres Arroyos & Bahía Blanca; Buenos Aires & Neuquen (via Bahía Blanca); Buenos Aires & Carhué; Buenos Aires & Bolívar & Saavedra (via Junc. Lobos); Buenos Aires & Tandil (via Dolores); Buenos Aires & Mar del Plata; Buenos Aires & Necochea.

The booking offices are situated at the entrance of a large kiosk, in the Constitución Station, but tickets can also be obtained at the inquiry office, 556, Calle Cangallo. For night journeys one should book one's bed in advance, at one of the above places, in order to avoid delay. The station is provided with a buffet; the trains start from the platform situated on their right, and arrive at the one on the left.

Dining-cars.—The trains doing the day service between the Plaza Constitución, Ayacucho, Azul, Cañuelas and Berraondo are provided with dining-cars; the night trains between Olavarria, Bahía Blanca, Neuquen, Ayacucho & Necochea, Ayacucho, Coronel Dorrego, Bolívar & Saavedra, and Mar del Plata are also provided with them. (Price \$ 3 per meal, without wine.) The trains forming the express day service to Mar del Plata contain Pullman and dining-cars.

Central Argentine, Buenos Aires and Rosario Railway.—

Administration, Inquiry Office, etc., Calle Bartolomé Mitre, corner of Calle 25 de Mayo (Central Argentine Buildings). The station is situated in the Paseo de Julio, corner of Maipú.

Direct line to Rosario, Córdoba, Tucumán, Tigre (Buenos Aires). Connections with the *Santafecino Western Railway*, for Candelaria as far as Juárez Celman; with the *Compagnie Française des Chemins de Fer de la Province de Santa Fe*, branch to Ludueña; with the *Santa Fe and Córdoba Railway*, for Santa Rosa; with the *Pacific Railway*, for Villa María; with the *Argentine Great Western Railway*, for San Juan and Mendoza; with the *Central Córdoba Railway*, for Jujuy, Tucumán and Salta; with the *Argentine Northern Railway*, via Cruz del Eje.

Western Buenos Aires Railway.—Terminal station, Boulevard Pueyrredón, 120, and Calle Bartolomé Mitre 2815; Inquiry and booking office, Calle Cangallo 564. Line from *Buenos Aires* to *Toay* (Central Pampas, 615 kilometres); from *Buenos Aires* to *La Plata*, 88 kilometres; from *Buenos Aires* to *Navarro*, through *Saladillo*, General Alvear, 25 de Mayo and Bolívar (328 kilometres); from *Buenos Aires* to *Pergamino* (299 kilometres).

Connections with the *Central Argentine Railway* as far as Rosario and Córdoba with the *Andino* and *Pacific Railways* as far as Mendoza and San Juan; excellent dining-ears for the long journeys. Ticket office in the large kiosk on the right of the entrance; there is also a buffet.

Buenos Aires and Pacific Railway.—Administration, Florida 753; Inquiries, postal packets, telegraph and ticket office, Florida and Córdoba.

The departure station is the same as that for the Central Argentine Railway. The central office for the distribution of tickets and registering luggage is situated in Calles Florida and Córdoba, where also postal packets are received for all the stations on the line and the lines in connection with it.

Direct line from *Buenos Aires* to *Villa Mercedes* (Province of San Luis, 689 kilometres).

Connections with the *Argentine Great Western Railway* from *Villa Mercedes* to Mendoza and San Juan (1,202 kilometres) and from Mendoza to San Rafael (274 kilometres) and with the *Transandine Railway* from Mendoza to Las Cuevas (175 kilometres) in the Cordillera of the Andes. On the main lines there are sleeping ears and dining-ears.

Buenos Aires Central Railway.—Administration, in Chararita Station.

This line (of narrow gauge) connects, by means of a ser-

vice combined with the tramways the centre of the town of Buenos Aires with the outlying villages of San Andrés de Giles, Carmen de Areco, Salto, Capilla del Señor and Zárate, all in the province of Buenos Aires.

The journey to Salto follows the following route. From the Chacarita, the terminus, one passes through the stations of La Paternal, School of Agronomy, Parada el Talar, Villa Devoto, Lynch, Parada Tropezón, Caseros, Pereyra, Bella Vista, General Sarmiento, Althimberger, Piñero, Toro, Pilar, Giles, Carmen de Areco, Kaylo, Tata, and one arrives at Salto. Total length of the journey, 178 kilometres; time taken, 4 hours 45 minutes.

The journey to Zárate is effected in a similar manner. On arrival at Lacroze one takes a branch line which goes to the village of this name, passing through Parada Lavallen, Pavón, Desvío Orlando, Capilla, Escalada, and finally Destilería. Total distance of the journey, 103 kilometres.

Another line connects them, by means of a ferry-boat crossing the Paraná and transporting wagons and carriages, with the Entre Ríos Eailway, and this arrangement enormously shortens the distance which separates the towns of this province from Buenos Aires.

Central Cordoba Railway (Extension to Buenos Aires).—Direction, Administration and Offices, Calle Cangallo 499.

The departure station is at the Retiro, Avenida Rosales and Calle Maipú.

Direct line to Rosario, from Rosario to Córdoba, and by the Central Córdoba to Santiago and Tucumán.

Connections with the North Central at Tucumán for Salta, Jujuy and La Quiaca; and with the Santa Fe Railway at Sorrento, for Santa Fe.

Midland Buenos Aires Railway.—Local administration and offices, Calle 25 de Mayo 33.

The departure station is at Puente Alsina. For travellers the terminus is at the Sola station, at the corner of Calles Vélez Sársfield and Olavarria.

This line serves that part of the province of Buenos Aires composed of Buenos Aires and Carhué.

Province of Buenos Aires General Railways Company.—General management, secretary, claims, and information office, corner of Calles Vélez Sársfield and Suárez.

The terminus is at the corner of Calles Vélez Sársfield and Suárez.

Line from Buenos Aires to Rosario and Nueve de Julio.

Direct service to Santa Fe, in connection with the Santa Fe Railway.

The underground railways of the Western Railway (For passengers and goods).—The underground railways which the Western Railway has constructed are two, one for passengers and the other for goods. These two undergrounds are entirely independent although built upon a common plan, the result of serious studies of the technical and economic aspects.

The first, for passengers, although less important as an engineering work and as regards cost of construction, is that which most interests the public of the capital and the suburbs served by the Western railway.

This tunnel branches off from Western main line on the southern side of the Calle Sadi Carnot, and descending rapidly passes under several streets and buildings and arrives at a maximum depth of 13 metres, and finishes at the south-western angle of the Plaza Once de Septiembre, where it connects with the Anglo-Argentine Railway's system.

The Western electric trains will occupy one side of each of the two central branches of the station, and those of the Anglo-Argentine will occupy another at the same level. In this way passengers transferring from one to the other at the moment of arrival, provided that the two lines run a service in connection, will not have the annoyance of waiting, nor the difficulty of running through tortuous passages, or going up or down staircases, inconveniences which are caused when the lines are at different levels, as happens in Paris and London.

And if a change of train is necessary, it is because the gauge of the lines is different.

The junction will be one of the largest stations in Buenos Aires, almost equal to that of the Once. It will have space for six trains: two from the Western and four from the Anglo. For the construction of it and of the tubes, the Plaza del Once has been undermined almost to its whole extent at a depth of ten metres. When the work has been finished the square will be filled in again, and the gardens which are to ornament it will be laid out.

The station will be situated partly under the Calles Pueyrredón and Rivadavia, and partly under the square, so that access to this latter can be had at the same level, which will render the old staircases useless.

The Western tube for passenger trains has a double line with a length of 1,000 metres between the main line and the junction with the Anglo.

System of construction.—Over half its length, that is to say in the part underneath the Plaza del Once and Calle Rivadavia, the excavation is being made from the surface;

over the other half the way is being tunnelled by hand without the assistance of machinery.

Along the whole distance of the tunnel a preliminary air gallery has been opened to facilitate the task of the workmen, a gallery which runs from one end of the works to the other.

The transverse section of the tunnel presents a continuous curve between the ends which rest on the ground. At its widest part it measures 9·20 m., while the height from the ground to the roof is only 6 metres. The tunnelling includes a large space for the lateral and upper coverings and for the ballast on which the lines are to lie, which gives the excavation a width of 11 metres and a height of 9 metres.

The tunnelling is done in pieces 5 or 6 metres in length by workmen who work at different heights in order that the work may be done more rapidly. In certain parts, according to the nature of the earth which is being excavated, framework is placed to prevent the roof from falling in, until the arches are placed in position for the construction of the lining.

This lining is a mixture of cement and stone, of a uniform thickness of 75 centimetres. The foundations, with a depth of 1·20 m., are 1·35 m. thick.

It is estimated that this tunnel will be finished in June, 1913.

The tunnel for goods.—Though of less interest to the general public, this tunnel represents work and outlay considerably greater than the preceding, on account of the technical difficulties which must be surmounted.

Like that for the passengers, it starts from the main line of the Western Railway near the Calle Sadi Carnot, but towards the north it descends rapidly to pass under the Once station and the junction at a depth of 19 metres, and from there runs under the tunnel of the Anglo to the Plaza del Congreso.

Under this square it takes a different direction, owing to the greater radius of the curve necessary for long goods trains, and under the Avenida de Mayo it bends, continuing under the Anglo tunnel to the Plaza de Mayo, where it again changes its direction in order to arrive at its terminus, the roads at the arbour, by the Calle Rivadavia.

The depth of the goods tunnel differs in its relation to that of the Anglo at different points. The latter's level varies according to that of the streets under which it passes, so that its section presents an undulating line, while that of the Western Railway's goods tunnel has longer straight lines.

It follows from this that the two tunnels are at certain points separated only by a thin partition of steel and cement which serves as a floor for one and a roof for the other, as happens in the part between Calles Sáenz Peña and Santiago del Estero, while in other places there is a bed of earth 7 metres thick between the two tunnels.

The goods tunnel crosses under Calles Callao; Piedras, and Chacabuco at such a depth and in such a fashion that future tunnels which are to be made under these streets pass between the two in construction, that is to say, above the goods tunnel and under the Anglo.

For boring this tunnel, which is about four kilometres and a half long, different systems of construction, as required by the different conditions of the ground through which it will pass, will be employed.

The transverse section of the tunnel for goods, has, for the greater part of its length, the form of a horse-shoe.

As it has only a single line, its dimensions are less than those of the passenger tunnel; it is only 4·90 m. at its greatest width and 5·55 m. high, dimensions sufficient for the largest and fullest wagons of the Western Railway.

The work has been commenced at different points. The procedure for lining and excavating is the same as that employed for the passenger tunnel.

Electrification of the Urban section.—There will shortly be commenced the electrification of the urban section between the Plaza del Once and the Moreno Station.

From the new station which is to be constructed at the Caballito to the station at Liniers the four lines will pass under Calle Bella Vista and following roads, towards the west. In Calle Cucha-Cucha a high level bridge will be built.

It is hoped that the electric trains between Moreno and the junction station at the Once will commence to run in June, 1914, and it is calculated that they will take 35 minutes for the journey between the two stations.

From Morón to the Once and vice versa they will take only 20 minutes, to which time it is necessary to add 10 minutes for the journey from the Once to the Plaza de Mayo.

Cost of the work.—The calculated cost of the work is 28 million dollars, gold (£ 5,800,000), distributed in the following manner:

Underground for passenger service.....	\$ 3,000,000 or £ 600,000
Underground for goods service.....	\$ 6,000,000 or £ 1,200,000
Trenches and improvements to the Caballito.....	\$ 7,000,000 or £ 1,400,000
Electrification of the lines...	\$ 12,000,000 or £ 2,400,000

Tramways.

The tramways of Buenos Aires have reached a considerable degree of development, and they are so well organized that they have gained for the town the name of the «City of Tramways».

There are at present (January, 1913), four tramway companies, whose lines have a total length of 687 km. 525 metres. All these lines are electric, and 1682 cars are employed in the daily service. The lines run through all quarters of the capital, and follow the streets going in a direction from north to south, as well as those going from east to west or in a diagonal direction. On the majority of the lines departures take place every minute; and even during the night, though not at such frequent intervals, there is a service. The electric cars, the only ones in use at Buenos Aires, are spacious and can contain 35 passengers. The cars of the Lacroze Company, which run between the capital and Villa Devoto, are even more capacious, they will hold 100 persons. All the cars are well lighted. The fare in the interior of the town is uniform, whatever may be the distance: \$ 0·10 per journey. Passengers are obliged to keep their tickets, and to show them whenever required to do so by employés of the Company. At each crossing the cars stop to allow passengers to descend, but it is necessary to give the conductor notice. On the front of the car, which is reserved for the driver, passengers packages may be placed, the driver usually receiving a tip in return for the privilege.

On the top the cars have a number indicating their direction (it is very useful for the traveller to pay attention to this number). They have also, in front, a small board indicating their itinerary. In one of the top corners there is a small bill bearing the word «Completo», which is visible only when the tram can take no more passengers.

The day service generally commences at 3·40 a. m. or 4 a. m.

The extraordinary use made of the tramways is shown by the following figures, which also indicate their growing prosperity: in 1900, 101 millions of passengers were carried; in 1905, this number rose to 169 millions; in 1911, to 355 millions, and in 1912, to 382 millions.

This traffic is destined to assume still greater proportions, for new lines are continually being constructed, and already a part of the subterranean network, similar to that of Paris, is constructed or in construction, although it is not yet working.

Anglo-Argentine Tramways.—Line No. 1, between Vélez

Sársfield and Esmeralda.—Via Vélez Sársfield, Rivadavia, Río Bamba, B. Mitre, Esmeralda and back via Cangallo, Junín, Rivadavia, to the starting-point.

Line No. 2, between Liniers and the Plaza de Mayo.—Via Rivadavia, Rincón, Alsina, Bolívar, Plaza de Mayo, and back via Victoria, Pozos, and Rivadavia, to the starting-point.

Line No. 2, between Liniers and Suipacha.—Via Rivadavia, Río Bamba, B. Mitre and Suipacha, and back via Suipacha, Tacuarí, Victoria, Pozos and Rivadavia, to the starting-point.

Express between Plaza Once (Western Railway) and the Centre.—Via Bartolomé Mitre and 25 de Mayo, and back via Cangallo, Pueyrredón, Rivadavia and Ecuador, to the starting-point, for the railway trains.

Line No. 3, between Almagro and the Plaza de Mayo.—From Almagro (corner of Rivadavia and Mármol) via Rivadavia, Rincón, Alsina, Balcarce and the Plaza de Mayo, and back via 25 de Mayo, Cangallo, Junín, Rivadavia, Castro Barros and Mármol, to the starting-point.

Line No. 4, between Almagro and Plaza de Colón.—Via Rivadavia, Medrano, B. Mitre and the Plaza de Colón, and back via Victoria, Tacuarí, Moreno, Maza, Belgrano and Mármol, to the starting-point.

Line No. 5, between Flores and Retiro.—From Sud-America via Rivadavia, Medrano, B. Mitre, Libertad, Viamonte, San Martín, Paseo de Julio, Maipú and Retiro, and back via Maipú, Paseo de Julio, Basabilbaso, Arenales, Talcahuano, Santiago del Estero, Victoria, Pozos and Rivadavia, to the starting-point.

Line No. 6, between Caseros and Saujil and the Plaza de Mayo.—Via Chiclana, Boedo, Caseros, Sáenz Peña, Brasil, Piedras, Alsina, Balcarce and the Plaza de Mayo, and back via Victoria, Tacuarí, Garay, Lima (East), Plaza Constitución, Lima, Caseros, to the starting-point.

Line No. 7, between Progreso and Jujuy and the Plaza de Mayo.—Via Jujuy, Constitución, Cevallos, Alsina, Balcarce and the Plaza de Mayo, and back via Victoria, Solís, Garay, Entre Ríos, Armonía and Jujuy, to the starting-point.

Line No. 8, between Recoleta (Plaza Intendente Alvear) and Plaza Constitución.—Via Junín, Vicente López, Juncal, Talcahuano, Santiago del Estero, Brasil and Plaza Constitución, and back via Lima (East), Constitución, Salta, Libertad, and Avenida Quintana, to the starting-point.

Line No. 9, between Plaza Constitución and Retiro.—Via Brasil, Piedras, Esmeralda, Juncal and Maipú to the Re-

tiro, and back by Falucho, Florida, Charcas, Maipú, Chacabuco, Garay, Lima, Brasil and Plaza Constitución.

Line No. 10, between Barracas (Tres Esquinas) and Plaza Alvear.—Via Pedro Mendoza, Patricios, Martín García, Piedras, Esmeralda, Arenales, Libertad, Avenida Quintana and Plaza Alvear, and back via Junín, Vicente López, Paraná, Paraguay, Maipú, Chacabuco, Brasil, Defensa, Patricios, Santa Rosalia and Montes de Oca, to Tres Esquinas.

Line No. 11, between Boca, Plaza de Mayo and Plaza Alvear.—From Boca (Almirante Brown and Pedro Mendoza), via Pedro Mendoza, Necochea, La Madrid, Almirante Brown, Plaza Colón, Garay, Bolívar, Victoria, San José, Uruguay and General Guido to Plaza Alvear, and back via Junín, Vicente López, Juncal, Suipacha, Sarmiento, Av. Rosales, Paseo Colón, Victoria, Defensa, Brasil, Plaza Colón, Almirante Brown, to the starting-point.

Line No. 12, between Boca, Plaza Constitución and Plaza Once.—Via Almirante Brown, Paseo Colón, Garay, Lima, Brasil, Plaza Constitución, Salta, Victoria, Jujuy and Plaza Once, and back via Pueyrredón, Sarmiento, Cerrito, Lima, Constitución, Lima (East), Plaza Constitución, Brasil, Paseo Colón and Almirante Brown, to the starting-point.

Line No. 14, between Caridad Station and the Plaza de Mayo.—Leaving the Caridad station, via Belgrano, Balcarce and Plaza de Mayo, and back via 25 de Mayo, Corrientes, Callao, Cangallo, Pueyrredón, Plaza Once, Rivadavia, Urquiza and Caridad Station.

Line No. 15, between Plaza Alvear and Plaza Constitución.—From Recoleta via Junín, Vicente López, Juncal, Cerrito, Lima, Constitución and Lima (East) to Plaza Constitución, and back via Brasil, Bolívar, San Martín, Tucumán, Libertad and Av. Quintana, to Recoleta.

Line No. 16, between Parque Patricios and the Plaza de Mayo.—Via Caseros, Deán Funes, Belgrano, Rioja, Ecuador, B. Mitre, Pueyrredón, Sarmiento, Av. Rosales, and Rivadavia to the Plaza de Mayo, and back via 25 de Mayo, Corrientes, Pueyrredón, Rivadavia, General Urquiza, Belgrano and Rioja, to the starting-point.

Line No. 17, between Puente de Barracas and Cinco Esquinas.—Via Vieytes, Puenteclitos, Herrera, Pedro Mendoza, Montes de Oca, Bernardo de Irigoyen, Carlos Pellegrini, Arenales and Libertad to Cinco Esquinas, and back via Juncal, Suipacha, Tacuarí, Garay, Lima, Plaza Constitución, Bernardo de Irigoyen, Montes de Oca and Pedro Mendoza, to the Puente de Barracas.

Line No. 18, between Barracas and Retiro.—From Barracas (Vieytes and Puenteclito), via Puenteclito, Herrera, Suárez, Montes de Oca, Bernardo de Irigoyen, Carlos Pellegrini-

ni, Juncal, Maipú and Retiro, and back via Maipú, Paseo de Julio, Reconquista, Rivadavia, Balcarce, Victoria, Defensa, Patricios, Suárez and Vieytes, to the starting-point.

Line No. 19, between the Plaza de Mayo and the Avenida La Plata.—Via Victoria, Defensa, Chile, Entre Ríos, Independencia, Boedo, Garay, Castro, Pavón and Avenida La Plata, and back via Av. Chiclana, Garay, Pichincha, Belgrano and Balcarce, to the starting-point.

Line No. 20, between Caridad Station and the Plaza de Mayo.—Via Rioja, Ecuador, B. Mitre, Pueyrredón, Sarmiento, and Plaza de Mayo, and back via Balcarce, Victoria, Defensa, Venezuela, Entre Ríos, and Belgrano, to the Caridad Station.

Line No. 21, between Crucesita, Avellaneda, Plaza Constitución and Plaza Once.—From Crucesita, via Av. Gen. Mitre, Vieytes, Puentecito, Herrera, Patagones, General Hornos, Lima (East), Pavón, B. de Irigoyen, Venezuela, Entre Ríos, Belgrano, Rioja, Ecuador and Plaza Once, and back via B. Mitre, Suipacha, Tacuarí, Caseros, Montes de Oca, Pedro Mendoza, Avenue General Mitre and Crucesita.

Line No. 22, between Crucesita, Avellaneda and Plaza de Mayo.—Via Av. Gen. Mitre, Vieytes, Puentecito, Herrera, Pedro Mendoza, Montes de Oca, Martín García, Bolívar, San Martín, Sarmiento, Av. Rosales, Paseo Colón and Victoria to Plaza de Mayo, and back via Defensa Martín García, Montes de Oca, Pedro Mendoza, Av. Gen. Mitre and Crucesita.

Line No. 23, between Plaza de Mayo and Boedo.—Via Victoria, Defensa, Moreno, Alberti, Garay and Chiclana to Boedo, and back via Boedo, Independencia, Bolívar, Alsina and Balcarce, to the starting-point.

Line No. 24, between Vélez Sársfield Station (Province of Buenos Aires general Railway Company) and Retiro.—Via Olavarria, Vélez Sársfield, Av. Alcorta, Salta, Belgrano, Bolívar, Plaza de Mayo, San Martín, Paseo de Julio, Maipú and Retiro, and back via Maipú, Paseo de Julio, Reconquista, Plaza de Mayo, Rivadavia, Balcarce, Victoria, Defensa, Moreno, Lima, Plaza Constitución, Lima, Paracas, Patagones, Av. Alcorta, Vélez Sársfield, Olavarria, to the starting-point.

Line No. 25, between Costa Rica and Gazcón and Boca.—From Costa Rica, via Gazcón, Cabrera, Gallo, Lavalle, Junín, Bartolomé Mitre, Av. Rosales, Plaza Colón, Alm. Brown, Dulce, Necochea, Diamante, Ministro Brin, La Madrid, Gaboto and Pedro Mendoza, and back by Necochea, Dulce, Alm. Brown, Plaza Colón, Rivadavia, 25 de Mayo, Cangallo, Ombú, Tucumán, Anchorena, Córdoba, Soler and Costa Rica, to the starting-point.

Line No. 26, between Avenida La Plata and Plaza de Mayo.—Via Avenida La Plata, Venezuela, Castro Barros, Belgrano, Balcarce, Plaza de Mayo, and back via 25 de Mayo, Corrientes, Castelli, Valentín Gómez, Billinghamurst, Cangallo, Gascón, Rivadavia (Almagro), and Avenida La Plata to the starting-point.

Line No. 27, between Avenida La Plata and Plaza Colón.—Via Rivadavia, Rawson, Díaz Vélez, Pringles, Sarmiento, Avenida Rosales and Plaza Colón, and back via Victoria, Defensa, Venezuela, Entre Ríos, Belgrano, Liniers, Méjico, Avenida La Plata, to the starting-point.

Line No. 28, between Boca, Plaza de Mayo and Retiro.—Via Alm. Brown, M. García, Bolívar, San Martín, Paseo de Julio, Av. Maipú and Retiro, and back via Maipú, Paseo de Julio, Reconquista, Rivadavia, Plaza de Mayo, Balcarce, Victoria, Defensa, Martín García, Alm. Brown, Pinzón, Gaboto and Pedro Mendoza, to the starting-point.

Line No. 29, between Avenida Alcorta and Plaza Colón.—Via Vélez Sársfield, Entre Ríos, Constitución, Cevallos, Méjico, Piedras, Esmeralda, Sarmiento and Plaza Colón, and back via Av. Rosales, Victoria, Santiago del Estero, Armonía, Entre Ríos and Vélez Sársfield, to the starting-point.

Line No. 30, between Barracas Station and Viamonte.—From Barracas Station via Montes de Oca, Bernardo de Irigoyen, Carlos Pellegrini to Viamonte, and back via Suipacha, Tacuarí, Garay, Lima (East), Brasil, Bernardo de Irigoyen and Montes de Oca, to the starting-point.

Line No. 31, between Plaza de Mayo and Belgrano.—Via San Martín, Charcas, Callao, Santa Fe, and Cabildo to Mendoza (Belgrano), and back via Mendoza, Obligado, Juramento, Cabildo, Santa Fe, Maipú, Paraguay and Reconquista, to the starting-point.

Line No. 33, between Chacabuco and Moreno and Pueyrredón.—Via Moreno, Piedras, Esmeralda, Charcas, Pueyrredón, Juncal, Anchorena and French, and back via Pueyrredón, Santa Fe, Maipú and Chacabuco, to the starting-point.

Line No. 34, between Chacabuco and Moreno and Belgrano.—Via Moreno, Piedras, Esmeralda, Charcas, Callao, Santa Fe, Cabildo, Pampa, Cramer, to Mendoza (Belgrano), and back via Mendoza, 11 de Septiembre, Juramento, Av. Vértiz, Gutemberg, Santa Fe, Maipú and Chacabuco, to the starting-point.

Line No. 35, between the Plaza de Mayo and Belgrano and Núñez.—From the Plaza de Mayo (Rivadavia and Paseo de Julio), via Paseo de Julio, Callao, Las Heras, Santa Fe, Cabildo, Pampa and Cramer to Republiquetas (Núñez),

and back via Republiquetas, Cuba, Monroe, 3 de Febrero, Mendoza, 11 de Septiembre, Av. Vértiz, Gutenberg, Santa Fe, Las Heras, Callao and Paseo de Julio, to the starting-point.

Line No. 36, between Reconquista and Cangallo and Belgrano.—Via Cangallo, Montevideo, Las Heras, Santa Fe, Gutenberg and Av. Vértiz to Juramento (Belgrano), and back via Cabildo, Santa Fe, Las Heras, Callao, Juncal, Rodríguez Peña, Sarmiento and Reconquista.

Line No. 37, between the Plaza de Mayo and Belgrano.—From Rivadavia and Paseo de Julio via Paseo de Julio, Charcas, Callao, Santa Fe, Plaza de Italia, 2.^o Sarmiento, Cerviño, Av. Arana, Av. Vertiz, Pampa, Cramer, Congreso, Belgrano, and back via Cuba, Monroe, 3 de Febrero, Mendoza, 11 de Septiembre, Juramento, Av. Vértiz, Av. Arana, Cerbiño, 2.^o Sarmiento, Plaza de Italia, Santa Fe, Maipú, Paraguay, and Paseo de Julio, to the starting-point.

Line No. 38, between the Plaza Constitución and Belgrano.—Via Brasil, Lima (East), Constitución, Salta, Libertad, Av. Quintana, Junín, Las Heras, Plaza de Italia, Santa Fe, Cabildo, Mendoza, Belgrano, and back via Obligado, Juramento, Cabildo, Santa Fe, Plaza de Italia, Las Heras, Ayacucho, Vicente López, Juncal, Talcahuano, Santiago del Estero and Brasil, to the starting-point.

Service between the Hipódromo Nacional, Avenida Vértiz and Pampa.—From Pampa and Avenida Vértiz via Pampa, Blandengues, to Congreso, and back by Blandengues and Pampa, to the starting-point.

Line No. 42, between Plaza de Mayo and Flores.—Via Victoria, Plaza Colón, Carlos Calvo, Río Cuarto, Provincias Unidas, and San Pedrito to Flores, and back via Rivadavia, Pedernera, Coronel Falcón, Carabobo, Río Cuarto, Carlos Calvo, Boedo, Independencia, Plaza Colón, Rivadavia and Balcarce, to the starting-point.

Line No. 43, between Boca and Plaza de las Flores.—From Gaboto and Olavarria via Olavarria, Hernandarias, Suárez, Herrera, Patagones, Hornos, Brasil, Lima (West), Constitución, Salta, San Juan, Boedo, Carlos Calvo, Río Cuarto, Provincias Unidas, Ferrocarril, Gavilán, Yerbal, and Plaza de las Flores, and back via Sud América, Pedernera, Coronel, Falcón, Carabobo, Río Cuarto, Carlos Calvo, Boedo, San Juan, Entre Ríos, Constitución, Lima (West), Lima, Paracas, Ituzaingó, Herrera, Suárez, Irala, Olavarria, Moussy, Suárez, Gaboto.

Line No. 44 between the Plaza de Mayo and the Avenida La Plata.—From Balcarce and Victoria, via Victoria, Plaza Colón and San Juan to the Avenida La Plata, and back via Carlos Calvo, Artes y Oficios, San Juan, Entre Ríos, Hum-

Berto I, Plaza Colón, Rivadavia, and Balcarce, to the starting-point.

Line No. 45, between Parque Patricios and Nuevos Mataderos (New Slaughter-houses).—Via Caseros, 24 de Noviembre, San Juan, Boedo, Carlos Calvo, Río Cuarto, Provincias Unidas, Murguiondo, Areco, San Fernando and Nuevos Mataderos, and back via San Fernando, Areco, Murguiondo, Provincias Unidas, San Pedrito, R. Falcón, Carabobo, Río IV, Carlos Calvo, General Urquiza, Caseros, to the starting-point.

Line No. 46, between Plaza de Mayo and Parque Patricios.—Via Balcarce, Victoria, P. Colón, San Juan, General Urquiza, and Caseros to the Parque Patricios, and back via Caseros, 24 de Noviembre, San Juan, Entre Ríos, Humberto I, P. Colón, Rivadavia and Balcarce, to the starting-point.

Line No. 47, between Puente Alsina and Defensa.—Via Av. Sáenz, Saujil, Caseros, 24 de Noviembre, Chiclana, Garay, Entre Ríos, Brasil, Lima (East), Pavón, Bernardo de Irigoyen, Cochabamba, Bolívar, to Alsina, and back via Defensa, Garay, Lima (East), Brasil, Lima (East), Chiclana, Urquiza, Caseros, Saujil and Avenida Sáenz, to the starting-point.

Line No. 48, between Flores and Nuevos Mataderos (New Slaughter-houses).—Via Pedernera, Provincias Unidas, Murguiondo, Areco, S. Fernando, to the Nuevos Mataderos, and back via S. Fernando, Areco, Murguiondo, Provincias Unidas, S. Pedrito, C. Falcón, to Flores.

Notice. Through Tickets are sold for Nos. 42, 43 and 46.

Line No. 50, between P. Patricios and Retiro (Rosario Railway).—From the Parque Patricios via Caseros, Entre Ríos, Callao, Santa Fe, Esmeralda, Juncal, Av. Maipú, to the Retiro, and back via Av. Maipú, Falucho, Charcas, Callao, Entre Ríos, Caseros, to the starting-point.

Line No. 55, between San Juan and Boedo and Retiro.—Via San Juan, Colombres, C. Calvo, Boedo, Independencia, 24 de Noviembre, B. Mitre, Pueyrredón, Lavalle, Callao, Viamonte, Libertad, Juncal, Av. Maipú, to the Retiro, and back via Av. Maipú, Paseo de Julio, Reconquista, Córdoba, Tucumán, Pueyrredón, Rivadavia, Catamarca, Independencia, Boedo, to the starting-point.

Line No. 56, between Progreso and Jujuy and Paseo de Julio.—From Progreso and Jujuy, via Jujuy, Garay, Pichincha, Ombú, Andes, Las Heras, Callao, to Paseo de Julio, and back via Montevideo, Gen. Guido, Junín, Las Heras, Azeuénaga, S. Luis, Larrea, Alberti, Garay, Matheu, Progreso, to the starting-point.

Line No. 58, between P. Constitución, P. Once and Retiro.

—From the Plaza Constitución, via Brasil, Lima (Est), Garay, Jujuy, Pueyrredón, Paseo de Julio, P. Colón, Garay, Lima (East), Brasil, to the starting-point.

Line No. 59, between P. Constitución, Retiro and P. Once.
—From the Plaza Constitución via Brasil, P. Colón, Paseo de Julio, F. C. C. A. (Central Argentine Railway), continuing through Paseo de Julio, Pueyrredón, F. C. O. (Western Hailway), Rivadavia, Catamarca, Cochabamba, Alberti, Constitución, Lima (East), to the starting-point.

Line No. 61, between P. Barracas and Plaza de Italia.—Via Vieytes, Puentequito, Herrera, P. Mendoza, Montes de Oca, Caseros, Gen. Hornos, Brasil, Lima (West), Garay, E. Ríos, Callao, S. r'e, to the Plaza de Italia, and back via S. Fe, Callao, Entre Ríos, Brasil, B. de Irigoyen, Montes de Oca, P. Mendoza to the starting-point.

Line No. 63, between Boca, Dársena and the Jardín Zoológico.—Via Alm. Brown, Pinzón, P. Mendoza (Dársena), Brasil, P. Colón, E. Unidos, Entre Ríos, Callao, Las Heras, Canning, Cabello, Acevedo, to the Zoological Garden, and back via Palermo, Cavia, Las Heras, Callao, Entre Ríos, Independencia, P. Colón, Brasil, P. Mendoza (Dársena), Brandzen, Gaboto, P. Mendoza, to the starting-point.

Line No. 64, between the Plaza de Mayo and the Plaza de Italia.—From the Plaza de Mayo via Paseo de Julio, Córdoba, Agüero, Soler, C. Rica, Almagro, Soler, Canning, Guatemala, Thames, Charcas, Godoy-Cruz, F. C. P. (Pacific Railway), Santa Fe, to the Plaza de Italia, and back via Santa Fe, Maipú, Paraguay, Reconquista, Rivadavia to the starting-point.

Line No. 65, between the Plaza de Mayo and the Plaza de Italia.—From the Plaza de Mayo via S. Martín, Charcas, Callao, S. Fe, P. de Italia, and back via Oro, Nicaragua, Gazeón, Cabrera, Anchorena, Córdoba, Callao, Viamonte, Paseo de Julio, P. Colón, Victoria, Bolívar, to the starting-point.

Line No. 68, between P. Constitución and P. de Italia.—From the Plaza Constitución via Lima (West), Pavón, Entre Ríos, Méjico, Jujuy, Pueyrredón, Córdoba, Agüero, Soler, Costa Rica, Almagro, Soler, Canning, Guatemala, Thames, Charcas, Godoy-Cruz (Pacific Railway), Santa Fe, Plaza de Italia, and back via S. Fe, Valle, Güemes, Cor. Díaz, Charcas, Pueyrredón, Rivadavia, Saavedra, Independencia, E. Ríos, Brasil, to the starting-point.

Line No. 69, between P. Alvear and Vélez-Sársfield.
—From the Plaza Alvear via Junín, V. López, Paraná, S. Peña, Garay, E. Ríos, V. Sársfield, Suárez, station of the Buenos Aires Railway, and back via Suárez, V. Sársfield,

E. Ríos, Constitución, San José, Uruguay, Gen. Guido, to the starting-point.

Line No. 73, between P. Patricios and the Jardín Zoológico.—From Rioja and Casera, via Casera, Deán Funes, Garay, Boedo, S. Juan, Colombres, Salguero, Canning, Cabello, Acevedo, to the Jardín Zoológico, and back via Palermo, Cavia, Canning, Gazeón, Artes y Oficios, S. Juan, Boedo, Garay, Rioja, to the Parque Patricios.

Line No. 74, between Barracas and the Plaza de Mayo.—From Barracas (Vieytes and California), via California, Hernandarias, Dulce, Patricios, M. García, Bolívar, Alsina, Balcarce, Plaza de Mayo, and back via 25 de Mayo, Cangallo, Maipú, Chacabuco, Garay, Lima (East), Brasil, Plaza Constitución, Lima, Paracas, Ituzaingó, Herrera, Suárez, Vieytes, to the starting-point.

Line No. 76, between Boedo and Plaza Alvear.—From Boedo and C. Calvo via Pozos, Río Bamba, Lavalle, Callao, Gen. Guido, to the Plaza Alvear, and back via Junín, Rincón, Estados Unidos, Boedo, to the starting-point.

Line No. 86, between Reconquista and Villa Devoto.—From Reconquista and Cangallo, via Cangallo, Gallo, Díaz Vélez, Gaona, Añasco, Av. S. Martín, Nueva York, S. Nicolás, Habana and Gualeguaychú (Villa Devoto) Pacific Railway, and back via Morán, Av. S. Martín, Añasco, Gaona, Díaz Vélez, Sadi Carnot, Sarmiento, Reconquista, to the starting-point.

Line No. 87, between Plaza Alvear and Chacarita.—From Plaza Alvear via Junín, Las Heras, Azeuénaga, Melo, Larrea, Gen. Mansilla, Canning, Rivera, Giribone, Usuahia, Triunvirato, and back via Triunvirato, Usuahia, Giribonne, Canning, Beruti, Anchorena, French, Andes, Las Heras, Callao, Guido, to the Plaza Alvear.

Line No. 88, between Flores, Chacarita and Belgrano.—From Directorio and S. Pedrito, via Rivadavia, Bella Vista, Trelles, Garmendía, Av. del Campo, El Cano, Avilés, Cramer, Virreyes, Amenabar, Sucre, to Av. Vértiz (Belgrano), and back via Juramento, Moldes, Virreyes, Cramer, Avilés, El Cano, Av. del Campo, Garmendía, Trelles, Bella Vista, Curapaligüe and Directorio.

Line No. 89, between Flores and Plaza de Italia.—From Avellaneda and Nazca, via Nazca to Bacacay, Boyaca, Gaona, Añasco, Dungenes, Warnes, Canning, S. Fe, to the Plaza de Italia, and back via S. Fe, Canning, Warnes, Dungenes, Añasco, Gaona, Boyaca and Avellaneda.

Line No. 94, between Plaza de Mayo and Chacarita.—From the Plaza de Mayo via Rivadavia, 25 de Mayo, Cangallo, Díaz Vélez, Gaona, Añasco, Av. S. Martín, Bella Vista, Trelles, Garmendía, Av. del Campo, El Cano, Triunvirato,

and back via Triunvirato, Ushuaia, Giribone, Rivera, Córdoba, Callao, Viamonte, Paseo de Julio to the starting-point.

Line No. 95, between Reconquista, Cangallo, and Chacarita.—Via Cangallo, Montevideo, Córdoba, Rivera, Giribone, Ushuaia, Triunvirato (Cemetery), and back via El Cano, Av. del Campo, Garmendia, Trelles, Bella Vista, A. S. Martín, Añasco, Gaona, Díaz Vélez, Sadi Carnot, Sarmiento, Reconquista, to the starting-point.

Line No. 96, between the Plaza de Mayo and Villa Urquiza.—From the Plaza de Mayo via 25 de Mayo, Cangallo, Montevideo, Córdoba, Rivera, Giribone, Usuahia, Alvarez Thomas, Acha, Bebedero, to Aizpurúa (Villa Urquiza), and back via Aizpurúa, Guanacache, Triunvirato, Monroe, Donado, Alvarez Thomas, Usuahia, Giribone, Rivera, Córdoba, Callao, Viamonte, Talcahuano, Santiago del Estero, Alsina, Balcarce, to Rivadavia.

Line No. 97, between the Plaza Constitución and Belgrano.—From the Plaza Constitución, via Lima (West), Pavón, Entre Ríos, San Juan, Pozos, Rivadavia, Salguero, Córdoba, Rivera, Giribone, Ushuaia, Alvarez Thomas, El Cano, Avilés, Cramer, Virreyes, Amenabar, Suere, A. Vértiz, Belgrano (Central Argentine Railway), and back via Juramento, Moldes, Virreyes, Cramer, Avilés, El Cano, Alvarez Thomas, Ushuaia, Giribone, Rivera, Gazeón, Rivadavia, Rineón, Constitución, Lima (East), Brasil, to the starting-point.

Line No. 99, between Chacabuco and Moreno and Vélez Sársfield.—From Chacabuco and Moreno, via Moreno, B. de Irigoyen, C. Pellegrini, Córdoba, Río de Janeiro, Chubut, Gaona, Boyaca, Avellaneda, Mercedes, Vélez Sársfield, and back via Bacaeay, Boyaca, Gaona, Chubut, Río de Janeiro, Córdoba, Viamonte, Talcahuano, Lavalle, Maipú, and Chacabuco.

Special line between Maldonado and Plaza de Mayo.—From Maldonado, Rivera and Darwin, via Ribera, Córdoba, Callao, Lavalle, Paseo de Julio, Plaza de Mayo, and back via 25 de Mayo, Cangallo, Montevideo, Córdoba, Rivera, to the starting-point.

Night Services.—*Between La Boca and the Plaza de Mayo.*—From La Boca, via Alm. Brown, P. Colón, Garay, Bolívar, Victoria, Piedras, Esmeralda, Sarmiento, Reconquista, to the Plaza de Mayo, and back via Defensa, Brasil, P. Colón, Almirante Brown, to the starting-point.

Between Vélez Sársfield and 25 de Mayo.—From Vélez Sársfield, via Rivadavia, Río Bamba, B. Mitre, to 25 de Mayo, and back via Cangallo, Junín, Rivadavia, to the starting-point.

Between the Puente de Barracas and 5 Esquinas.—From the Puente de Barracas, via Vieytes, Puentequito, Herrero, P. Mendoza, M. de Oca, B. de Irigoyen, C. Pellegrini, Arenales, Libertad, 5 Esquinas, and back via Juncal, Suipacha, Tacuarí, Garay, Lima (East), Brasil, B. de Irigoyen, M. de Oca, P. Mendoza, to the starting-point.

Between Chacabuco and Moreno, and Belgrano.—From Chacabuco and Moreno, via Moreno, Piedras, Esmeralda, Charcas, Callao, S. Fe, Plaza de Italia, S. Fe, Cabildo, Mendoza, Belgrano, and back via Obligado, Juramento, Cabildo, S. Fe, Maipú, Chacabuco, to the starting-point.

Between Puente de Barracas and Plaza de Italia.—From Puente de Barracas, via Vieytes, Puentequito, Herrera, P. Mendoza, M. de Oca, Caseros, Gen. Hornos, Plaza Constitución, Brasil, Lima (West), Garay, Entre Ríos, Callao, S. Fe, Plaza de Italia, and back via Santa Fe, Callao, Entre Ríos, Brasil, Plaza Constitución, B. de Irigoyen, M. de Oca, P. Mendoza, to the starting-point.

Lacroze Buenos Aires Tramway Company.—*Line from Reconquista to Chacarita, Belgrano and Saavedra.*—From Corrientes and Reconquista, via Corrientes, Triunvirato, Federico Lacroze and Cabildo, to Saavedra (Paroissien and Cabildo), and back via Cabildo, Federico Lacroze, Triunvirato, Corrientes, Callao, Lavalle to Reconquista.

Line from Constitución to Chacarita, Belgrano and Saavedra.—From the Plaza Constitución, via Lima, O'Brien, Santiago del Estero, Progreso, Pozos, Pavón, Sarandí, Chile, Entre Ríos, Callao, Corrientes, Triunvirato, Federico Lacroze, Cabildo, to Saavedra (Paroissien and Cabildo), and back via Cabildo, Federico Lacroze, Triunvirato, Corrientes, Callao, Entre Ríos Cochabamba, Lima, Constitución, Lima (East), and Brasil, to the Plaza Constitución (Southern Railway).

Line from Reconquista to the Plaza de Italia.—From Reconquista and Corrientes, via Corrientes, Callao, Viamonte, Ecuador, G. Mansilla, C. Díaz, Charcas, and Thames, to the Plaza de Italia, and back via Serrano, Paraguay, Río Bamba, Lavalle, to Reconquista at the corner of Corrientes.

Line from Constitución to the Plaza de Italia.—From the Plaza Constitución, via Lima, O'Brien, Santiago del Estero, Progreso, Pozos, Pavón, Sarandí, Chile, Entre Ríos, Callao, Corrientes, Medrano, Córdoba, Almagro, Alvarez, Charcas, and Thames, to the Plaza de Italia, and back via Serrano, Paraguay, Medrano, Corrientes, Callao, Entre Ríos, Cochabamba, Oima, Constitución, Lima (East), and Brasil, to the Plaza Constitución.

Line from 25 de Mayo to Caballito.—From Tucumán and

25 de Mayo, via Tucumán, Libertad, Lavalle, Taleahuano, Corrientes, Medrano, B. Mitre and Río de Janeiro, to Rivadavia, and back via Rivadavia, Medrano, Corrientes, Callao and Lavalle, to 25 de Mayo.

Line from Reconquista to Villa Urquiza.—From Reconquista to the corner of Corrientes, via Corrientes, Triunvirato, Central Buenos Aires Railway lines, Triunvirato, Bebedero, Echevarría, Nahuel Huapi, to Bucarelli, and back via Bucarelli, Guanacacha, Triunvirato, Central Buenos Aires Railway lines, Triunvirato, Corrientes, Callao, Lavalle, to Reconquista.

Line from Constitución to the Plaza de Italia (via Castro Barros).—From the Plaza Constitución (Southern Railway), via Lima O'Brien, Santiago del Estero, Progreso, Pozos, Pavón, Jujuy, Constitución, Castro Barros, Medrano, Córdoba, Almagro, Alvarez, Chacras, Thames, to the Plaza de Italia, and back via Serrano, Paraguay, Medrano, Castro Barros, Venezuela, Maza, Humberto I, Entre Ríos, Cochabamba, Lima, Constitución, Lima (East), and Brasil, to the Plaza Constitución, (Southern Railway).

Line from Reconquista to Villa Alvear.—From Reconquista at the corner of Corrientes, via Corrientes, Medrano, Córdoba, Almagro, Gorriti, to Godoy Cruz, and back via Godoy Cruz, Honduras, Medrano, Corrientes, Callao, Lavalle, to Reconquista.

Line from Reconquista to San Martín (in combination with the Buenos Aires Railway).—From Reconquista at the corner of Corrientes, via Corrientes, Triunvirato and the Buenos Aires Railway lines to Villa San Martín, and back via the Buenos Aires Railway lines, Triunvirato, Corrientes, Callao, Lavalle, to Reconquista.

Auxiliary Lines.—*Between Reconquista and Maldonado.*—*Between Reconquista and Chacarita.*—*Between Constitución and Federico Lacroze Station.*

Tramway Service between the Port and Town of Buenos Aires.—*Between Puente Alsina, Dársena Sud and the Retiro Station.*—From Puente Alsina via Papola, Pavón, Mitre, P. Mendoza, Dársena Sud, Avenida Oeste, Avenida Rosales, to the Retiro (Central Argentine Railway), and back from Retiro via Av. Rosales, Av. Oeste, P. Mendoza, Mitre, Pavón and Papola to the starting-point.

Connection to Lanús and Villa Recondo with the Rio de la Plata Tramway.—Night service from the Plaza de Mayo to Piñero, Puente de Barracas, to Puente Alsina.

Southern Electric Tramways.—*Line No. 101, Barracas to Plaza Colón.*—From Puentequito Station, via S. María

Tres Esquinas, S. Adelaida, Iriarte, Azara, Rocha, Hernandarias, Dulce, Patricios, M. García, C. Amarilla, Pasco Colón, Rivadavia, P. de Julio and B. Mitre, and back via Av. Rosales, P. Colón, C. Amarilla, M. García, Irala, Av. del Valle, Gen. Hornos, Lamadrid, Universidad, Australia, S. Antonio, to Puentecito station.

Line No. 102, Plaza Colón to Temperley.—Same route as No. 101 as far as Puentecito station, and thence via Pavón, G. Rodríguez, R. Peña, Gascon, Goedo, to Av. Meeks (Temperley), and back via Av. Meeks, Laprida, Gazcón, French, Pavón, to the starting-point.

Cabs.—Motor Cars.

Nearly all the 2,279 cabs which are to be found for hire, either on the squares, or in the streets or railway stations, are Victorias open carriages with two fixed seats and one moveable one. By a curious anachronism there are at Buenos Aires, for the public service, no closed carriages, of the French coupé type, so that, during winter, the use of this method of locomotion extremely unpleasant.

Besides this inconvenience, which is a blot upon the progress made in so many other directions by the town of Buenos Aires, these carriages excel neither in comfort, nor in equipment, nor by the intelligence and amiability of the cabmen, who, as in other places, are very disobliging and always try to ask more than the fare.

Fare of street cabs (Taximeters).—*1st. class.*—First 1,000 metres, \$ 1; each 400 metres afterwards, \$ 0·10; each minute's waiting, \$ 0·10.

2nd. class.—First 1,000 metres, \$ 0·60; each 500 metres afterwards, \$ 0·10; each 5 minutes' waiting, \$ 0·20.

When on a straight course the taximeter marks \$ 1·50, or more, the passenger must pay, to cover the return of the taxi, a supplementary charge of \$ 0·50.

When the taximeter is out of order and does not register the distance, one is charged whatever may be the length of the journey, at the rate of \$ 1 per hour, and in the same proportion for a fraction of an hour.

If luggage is carried, an extra charge of \$ 0·60 is payable.

The first class of carriages for hire includes open or closed carriages, provided with rubber tyres, complete harness, a small moveable seat.

The second class includes open or closed carriages in good condition, with rubber or iron tyres and harness with breeching.

Street motor cars (Taximeters).—*From 7 a. m. to midnight.*—For the first 1,200 metres \$ 0·50. For each 300 me-

tres or fraction of 300 metres afterwards, \$ 0·10. For each $2\frac{1}{2}$ minutes' waiting, \$ 0·10.

From midnight to 7 a. m.—For the first 800 metres, \$ 0·50. For each 200 metres or fraction of 200 metres afterwards, \$ 0·10. For each 2 minutes' waiting, \$ 0·10.

Motor cars without taximeters.—The fare of these cars is usually fixed by agreement.

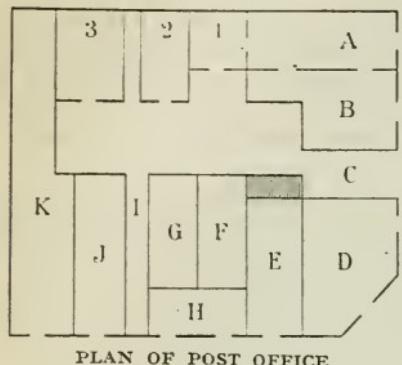
The best ones are let out at \$ 10 per hour for service outside the town; at \$ 8 or \$ 7 for service inside the town; and at \$ 25 for service to the theatres. Per month, for 9 hours' service a day, \$ 1000, and for 11 hours, \$ 1,200.

The following are the principal firms which let out motor cars on hire:

Grand Garage Touring Club, Calle Esmeralda 465 (U. T. 7, Libertad, and 15, Avenida); *Casino*, Calle Esmeralda 429 (U. T. 727, Avenida); *A la Razón*, Calle Rivadavia 1757 (U. T. 699, Libertad); *Auto Club Lasartigue*, Calle Lavalle 2062 (U. T. 478, Libertad); *Rivadavia* (motor coaches), Calle Rivadavia 2071 (U. T. 3501, Libertad); *Callao*, Calle Callao 486 (U. T. 1337, Libertad); *Mercedes* (motor cars de luxe), Calle Bernardo de Irigoyen 1676 (U. T. 450, Buen Orden); *Moto Club*, Calle Esmeralda 350 (U. T. 65, Libertad); *Ayacucho*, Calle Ayacucho 850 (U. T. 30, Juncal); *Garage del Oeste*, Calle Alsina 3223 (U. T. 223, Mitre); *Garage Franco-Argentino*, Calle Laprida 1469 (U. T. 365, Juncal); *Garage Italo-Argentino*, Calle Lima 1536 (U. T. 1441, Buen Orden); *Garage Colón*, Calle Viamonte 1101 (U. T. 915, Juncal); *Grand Garage Moto Club*, Calle Tres Sargentos 49 (U. T. 2321, Avenida); *Garage Auto-Club*, Calle Lavalle 2062 (U. T. 478, Libertad).

Posts and Telegraphs.—Parcels and Newspaper Post, etc.

Posts and Telegraphs.—The postal administration occupies an immense building, with façades and entrances on Calles Corrientes and Reconquista. The different offices are distributed in the following manner:



A.—Parcels Post (Interior).

Parcels must not exceed 5 kilos, nor be more than 60 centimetres long, nor more than 20 cubic decimetres in volume.

Rates.—One kilo or less, \$ 0·50; from 1 to 2 kilos, \$ 0·60; from 2 to 3, \$ 0·80; from 3 to 5, \$ 1.

For parcels with value declared, the same is paid as for letters or cash the value of which is declared.

Charge for advising delivery, \$ 0·12.

For delivery at one's house one has to pay an extra charge of \$ 0·25 per parcel.

For parcels which are sent by post, to be paid for upon delivery (in places where this service exists), there is payable, besides the postage, a charge of 3 % upon the amount to be collected, and the Administration makes itself responsible for the transmission of the money.

B.—Telegrams (Inland and Abroad).

The telegraph service of the interior of the Republic is performed by different lines, some belonging to the State, having a length of 30,447 kilometres with a development of 77,063 km., and others belonging to the Province of Buenos Aires and to the railway companies, which form a total length of 68,130 km. with an development of 192,022 km.

Telegrams must be written clearly and without abbreviations or alterations in the characters used in the Republic.

International Service.—The foreign telegraphic service is performed also by the following companies: Agence Havas, Calle San Martín 312 (U. T. 9, Avenida); Centro y Sud-América, Calle Sarmiento 501; Río de la Plata, Calle San Martín 287; Telegráfico-Telefónica del Plata, Calle Sarmiento 463 (U. T. 12, Avenida).

Wireless telegraphy.—Wireless telegraphic communications are made through the Compañía Telegráfico-Telefónica del Plata, Calle Sarmiento 463.

The charge is \$ 5·50 for the first 10 words.

Rates within the Argentine Republic.—The minimum charge is for 10 words, at 0·05 centavos per word, and 0·03 is charged for each word afterwards. The address, the text and the signature are counted. Urgent telegrams are charged for at double rate.

Telegrams with acknowledgement of receipt, pay, besides the amount of the telegram, 0·50 for the acknowledgement or advice of receipt. Multiple telegrams par 0·50 for each copy of 100 words or fraction of 100 words. Copies of telegrams pay a fixed charge of \$ 1 minimum. Telegrams in cipher or in cryptographic letters or figures, which are admitted in accordance with the law of October 7th., 1875, must pay quadruple fees. Tele-

graphic conversations are charged for at the rate of \$ 20 for the first 15 minutes, and \$ 5 for each 5 minutes afterwards; above one hour \$ 10 is charged for each 5 minutes. No telegraphic conversation may last more than two hours.

Telegrams in foreign languages may only be written in *French, English, Italian, German, Latin or Portuguese*, and they are charged at double the price of those written in Spanish.

Inland telegraph orders up to the value of \$ 100 may be sent, 0·50 being charged on each \$ 50, besides a fixed charge of \$ 1 whatever may be the amount of the order; advice of payment is provided at \$ 0·70.

The following are allowed free use of the national telegraph for public business: the President of the Republic and his ministers, the presidents of the «Suprema Corte» of justice of the nation, the presidents of the two Chambers of Congress, the federal judges, officials to whom international treaties accord this concession, persons who reply to telegrams sent by the officials mentioned, and governors of provinces and national territories when they communicate with government departments, etc.

Addresses of Post Offices in the Capital.—The national post and telegraph offices are situated at the following addresses:

General Post Office: Corrientes and Reconquista.

Branch Offices:

NAME Number of the branch	ADDRESS		SERVICES PROVIDED		TELEPHONE	
	Street	Number	Phone Number	Exchange	Phone Number	Direct for the branches
1 Bolsa de Comercio.....	Victoria.....	290	P.T.V.b*	-	-	11 ext.
2 Estación Central.....	Faluelo.....	41	P.T.V.b*	t.	Juncal	12 »
3 Intendencia de Marina.....	Brasil.....	477	P.T.v.b*	t.	Buen Orden	-
4 -	Suarez.....	2460	P. V.	993	Barracas	-
5 Constitución.....	Brasil.....	1049	P.T.V.b*	M.t.	Buen Orden	13 »
6 Lorea.....	Corrientes.....	2238	P.T.v.	-	-	-
7 Florida.....	Chareas.....	1658	P.T.v.b*	M.t.	Juncal	-
8 Once de Septiembre.....	Bartolomé Mitre.....	2636	P.T.V.b*	M.t.	Mitre	14 »
9 Europa.....	Chile.....	1825	P.T.V.b*	t.	-	-
10 Centro América.....	Pueyrredón.....	1333	P.T.V.b* A.d. M.t.	2984	Juncal	15 »
11 Boea del Riachuelo.....	Almirante Brown.....	800	P.T.V.B.A.d.	M.t.	549	Barracas
12 Catedral al Sud.....	Bolívar.....	663	P.T.v.b*	M.	260	Avenida
13 Alberti.....	San Juan.....	3082	P.T.V.b* A.d. M.t.	1368	Mitre	17 »
14 Centro Sud.....	Montes de Oca.....	1745	P.T.V.b* A.d. M.t.	644	Barracas	18 »
15 Centro Norte.....	Corrientes.....	2920	P.T.V.	A.d. M.	1907	Mitre
16 Palermo.....	Santa Fe.....	4012	P.T.v.	M.t.	1410	Palermo
17 Almagro.....	Rivadavia.....	3940	P.T.v.	-	-	-
18 Mirador Lezica.....	Corrientes.....	4216	P. V.	-	-	-
19 Caballito.....	Rosario.....	580	P.T.v.	t.	-	-
20 Chacarita.....	Malabia.....	538	P.T.v.B.	t.	-	-
21 Flores.....	Rivadavia.....	7159	P.T.V.B.A.D. M.t.	528	Flores	21 »
22 Belgrano.....	Amenabar.....	2089	P.T.V.B.A.D. M.t.	623	Belgrano	22 »
23 Ministerio del Interior.....	Palacio del Gobierno.....	-	T.	-	-	-
24 Lima.....	Lima.....	667	P. V.	M.t.	4910	Libertad
25 Vélez Sarsfield.....	Rivadavia.....	7844	P.T.V.	A.d.	407	Flores
26 Villa Devoto.....	Esperanza.....	4249	P.T.V.b* A.D.	t.	-	-
27 Villa Urquiza.....	Bucarelli.....	2685	P.T.V.b* A.D.	t.	-	-
28 Congreso Nacional.....	Rivadavia.....	1850	P. T.	t.	-	-

29	Pref. General de Puerto.	25 de Mayo	269	T.
30	Retiro.....	Hotel de Inmigrantes...	—	T.
31	Departamento Nacional de Higiene.....	Paseo Colón.....	533	T.
32	Nuevos Mataderos.....	Avenida Chicago.....	6634	P.T.V.
33	—	Díaz Vélez.....	1215	
34	Pueyrredón.....	Junín	1672	P. v.
35	Güemes.....	Bellinghurst.....	1465	P. v.
36	Níñez.....	Manuela Pedraza.....	2167	P.T.V.
37	Villa Ortuzar.....	Triunvirato	3215	P.T.V.
38	Rivadavia.....	Rivadavia.....	1430	P. v.
39	Colegiales	Cramer.....	749	P.
40	Boedo.....	Independencia.....	3377	P.
41	Quinta Bollini.	Chacras.....	5268	P. v.
42	Parque de los Patricios.	Rondeau.....	3057	P. v.
43	Coghlan.....	Monroe.....	3846	P.T.V.
44	Liniers.....	Bynnon.....	6601	P.T.V.
45	Luis M. Saavedra.....	Repúblicas.....	3472	P. v.
46	San Cristóbal Snd.....	Entre Ríos.....	1988	P. v.
47	Araoz	Cabello.....	501	P. v.b.
48	Industria.....	Azara.....	274	P. v.
49	Nueva Pompeya	Avenida Sáenz.....	1112	P. v.
50	Rivera.....	Rivera.....	1315	P. v.
51	Villa Santa Rita.....	Dungeness	2448	P. v.
52	Banco de la Nación	Reconquista	25	P.T.v.
53	Bajo de Belgrano.....	Olazábal	1681	P. v.
54	—	Senillosa	679	P. v.
55	—	Gaona.....	1315	P.
56	Estación Velez Sarsfield	Río de Janeiro	1639	P.
	La Paternal.....	San Nicolás	1039	P.
	Villa del Parque.....	Bella Vista.....	2561	P.
	Villa Soldatti.....	Melincué	3171	P.
	Villa Langano.....	Norquin.....	3145	P.
		Cafayate (between Somelle- ra and A. Riestra)	—	P.

Explanation of the signs.—P. Post-office.—T. Telegraph-office.—V. Declared values (Registration of letters, etc.), inland and foreign.—v. Declared values, inland only.—B. Postal and money orders, inland, telegraphic and foreign.—b*. Postal and money orders, inland and telegraphic.—b. Postal orders, inland only.—D. Distribution of correspondence and parcels.—d. Distribution of correspondence only.—A. Boxes hept for keeping correspondence.—M. Service of messengers.—t. Sale of stamped paper.

NOTE.—All the telegraph offices make the express delivery service in the city. Those which have not a telegraph receive telegrams or messages for express delivery.

C.—Entrance.

We find the following offices:

1. Classification of Registered Letters.
2. Classification of General Correspondence.
3. Postmen's office.

On the left of the entrance is the staircase which leads to the first floor, on which are situated the offices of the Director General, and Secretary General, the telegraph office, the General Inspection office, the Treasurer's Department, the postal order office, the inland registered letter office, and the sorting-office.

On the second floor are the Administrative offices, the apparatus room, and the distribution room.

D.—Sale of Postage Stamps, etc.

Postage Rates, Stamps, etc.—1. **Argentine Republic.**—Letters not exceeding 20 grams or a fraction of 20 grams are charged 5 centavos, paper; newspapers, periodical and reviews, for each 65 grams or less, $\frac{1}{2}$ centavo; other printed matter, for each 100 grams or less, 2 centavos; business papers, for each 100 grams or less, 2 centavos; samples, for the first 100 grams, 5 centavos, and for each additional 50 grams or fraction of 50 grams, 1 centavo; for each express delivery at one's residence, in addition to the ordinary rates, 25 centavos; every kind of correspondence, of whatever weight or class, which is posted at the last minute must pay double charges. For values declared one has to pay the postage of the article registered plus 1 % of its value, which may not exceed \$ 10,000 and for information of its delivery (payable in advance) 0'12. No public official, not even the President of the Republic, can frank letters, but correspondence proceeding from the public departments, on government service, bears an official stamp.

2.—**A broad.**—**Countries in the Universal Postal Union.**—Ordinary letters pay for each 20 grams or less, 12 centavos, paper; newspapers and other printed matter, for each 50 grams or less, 3 centavos; business papers, for each 200 grams or less, 12 centavos; samples, the first 50 grams, 5 centavos, and for each additional 50 grams or fraction of 50 grams, 3 centavos; letters for Chili, Uruguay, Paraguay, Bolivia, and Brazil pay 10 centavos per 20 grams. All correspondence, of whatever weight or class, which is posted at the last minute must pay double rates. For distribution by express 25 centavos is charged in addition to the ordinary postage.

Postcards.—All inland postcards, whether for delivery in the same town or not, pay 4 centavos.

Those for abroad pay: ordinary, 5 centavos; reply paid, 10 centavos, Private trade postcards, without the heading «postcard» or its equivalent, or with title entirely effaced or covered by postage stamps, will benefit by the reduced rates for «other printed matter», and will pay only 2 centavos.

Besides the name of the addressee and that of the sender, it is permitted to add the company's name, place of origin, date of sending, and a greeting

or salutation, such as are used on visiting cards, or cards of condolence, congratulation or thanks, etc., but nor exceeding 5 words.

Cards which bear inscriptions other than those mentioned in the previous paragraph will be treated in accordance with paragraph *h* of the rules of the P. E. (Executive Power), law 4076.

Stamps may be affixed to postcards on either the back or the front; these stamps will be postmarked with the ordinary postal stamps, yet without the forwarding or receiving offices placing postmarks on the views on the cards.

These cards can be sent in envelopes, in order that they may arrive at their destination in good condition.

They are to be sent as follows: the stamp is placed on the card, and in order that it may be visible, the envelope is to be cut in such a manner that the stamp can be seen without the envelope being opened.

Postage Stamps.—The postage stamps at present in use are of the following values: \$ 0·005; 0·01; 0·02; 0·03; 0·04; 0·05; 0·06; 0·10; 0·12; 0·15; 0·20; 0·24; 0·30; 0·50; 1; 5; 10; 20.

Letter Cards: \$ 0·05; Envelopes: \$ 0·05; 0·12; Wrappers: \$ 0·005; 0·01; 0·02; 0·04.

Postcards: \$ 0·04; 0·05; 0·10. Urban express delivery: \$ 0·30; 0·60; Tickets for the expedition of articles by parcels post: \$ 0·50; 0·60; 0·80; 1.

E.—Registered Correspondence.—Declared Values.

Registered correspondence must be presented at the post-office in envelopes sealed with sealing-wax. A fixed charge of \$ 0·12 is made, in addition to the ordinary postage.

Declared values (Letters or parcels).

Letters the value of the contents of which is declared may contain bank notes, mortgage bonds ("cédulas"), shares or titles of banks or joint stock companies, warrants for dividends or interest falling due, and, in general, all documents of value.

In parcels the value of which is declared, one may enclose jewels and precious stones.

The maximum that can be declared, for inland service, is \$ 5,000, paper, and for the international service 10,000 francs (£ 400).

Letters containing declared values must be placed in an envelope with seals in wax of the same colour; all the seals must be uniform, and must reproduce a mark peculiar to the sender.

The envelopes must be of cloth or of paper sufficiently strong and heavy. The seals must be five in number, one at each corner, and the fifth in the centre of the envelope.

Envelopes with coloured borders are not admitted.

Parcels containing declared values may not exceed, for the purpose of declaration, \$ 5,000, paper, for inland service, and 10,000 francs for the international service, the weight limit being 1 kilo.

The parcel must take the form of a wooden box, properly closed.

The minimum thickness of the sides of the box is eight millimetres. It may be 30 centimetres long, 10 wide, and 10 high.

The box must be tied round with a strong tape, crossing both above and below, and sealed on the four side faces with seals of wax of the same colour, marked with private signs; and one of the seals must cover the knot of the tape.

The side where the address is written and the opposite side must be covered with white paper, one to receive the address and the postage stamps, and the other for the postmark.

Letters the values of which are declared, are charged \$ 0·50 per \$ 50 or less, in addition to the charge of \$ 0·12 for registration.

Parcels with their values declared are charged, besides, a fixed amount of \$ 0'50.

Advice of delivery, \$ 0'12.

For sending a letter by the urban express delivery service, 25 centavos.

F.—Foreign Correspondence.

The letter having been stamped, it is placed in one of the boxes in room F. Letters are thrown from the room H, where the boxes have their opening.

There is a special box for late fee correspondence; this correspondence pays double rates, whether it is inland or foreign.

Printed matter and other postal articles are not admitted with late fees.

G.—Inland Correspondence.

It is necessary to be careful in posting inland correspondence, as the letter boxes are near those for foreign letters. Inland letters, thrown from room H, are received in room G.

I.—Entrance for Mail Vans.

Correspondence for the Capital.

There exist two boxes for this correspondence, one for letters, and the other for printed matter. These two boxes are at the entrance to, and outside, room J.

J.—Express delivery and messengers.

The public may consign to the post, for delivery by express, in any parts of the Republic, any article of correspondence of postal origin. For this service is charged, besides the ordinary rates an additional amount of \$ 0'25.

This correspondence must be presented at the counter, fully stamped, and must bear the inscription «por expreso» (by express) in easily visible characters, in order that it may be delivered immediately, and in order not to impede the first object of the service. If it were deposited in a letter-box, it would still be delivered by express, but the post-office would not be responsible for delay in collecting it from the box.

Urban Express

The Post-office has established a service of rapid communication inside the capital and in the suburbs, called the *Urban Express*.

The messages must be written on stamped forms, which are supplied at the offices mentioned below, as also are the stamps and messengers necessitated by this new service.

They must be handed in at the said offices, or given to Urban Express messengers, or posted in letter-boxes, taking into account the hours of collection which are marked on the boxes.

It is advisable to write clearly, and not to put more than 20 words (including the address and the signature), in order to avoid the message being sent by post.

Replies may be entrusted to the messengers of the Urban Express.

For a message of 20 words \$ 0'30 is charged.

For the same message, with reply paid, \$ 0'60.

The following are the names of the offices where an Urban Express service is provided:

Adrogué.

Alberti, Calle San Juan 3082.

Almagro, Calle Rivadavia 3955.

Avellaneda.

Banco de la Nación, Calle Rivadavia 371.
 Banfield.
 Belgrano, Calle Cabildo 1784.
 Bernal.
 Boca, Calle Almirante Brown 800.
 Bolsa, Calle Rivadavia 321.
 Buenos Aires, Calle Corrientes 426.
 Caballito, Calle Rivadavia 5350.
 Centro América, Calle Pueyrredón 1333.
 Centro Norte, Calle Corrientes 2920.
 Centro Sur, Calle Montes de Oca 1745.
 Círculo de Armas, Calle Cangallo 861.
 Club del Progreso, Avenida de Mayo 633.
 Congreso, Calle Victoria 1849.
 Constitución, Calle Brasil 1049.
 Chacarita, Calle Malabia 340.
 Estación, F. C. C. A., Retiro.
 Estación, F. C. O., Once.
 Estación, F. C. S., Constitución.
 Europa, Calle Chile 1825.
 Flores, Calle Rivadavia 7159.
 Florida, Calle Chacras 1658.
 Haedo.
 Jockey Club, Calle Florida 559.
 Liniers.
 Lomas.
 Lorea, Calle Corrientes 2238.
 Martínez.
 Ministerio, Casa de Gobierno.
 Morón.
 Núñez.
 Olivos.
 Once, Calle Bartolomé Mitre 2636.
 Palermo, Calle Santa Fe 4012.
 Quilmes.
 Ramos Mejía.
 Retiro, Calle Falucho 41.
 San Fernando.
 San Isidro.
 San Martín.
 Temperley.
 Tigre.
 Tigre-Hotel.
 Vélez Sársfield, Calle Rivadavia 7844.
 Victoria.
 Villa Ballester.
 Villa Devoto, Calle Esperanza 4249.
 Villa Urquiza, Calle Guanacache 750.

K.—List of Correspondence.—Box Numbers.—Poste Restante.

List of Correspondence.—Lists of correspondence at the post-office are posted up in room K, and if on consulting this list one finds one's name upon it, one takes note of the number corresponding, and presents oneself with identification papers to claim the letter announced.

Box Numbers.—In this room are also the P. O. B. for persons who wish to have their correspondence addressed to a number at the post-office. The charges for this service are as follows:

Capital and chief towns of districts.....	\$ 10 for 6 months.
Chief towns of sub-districts and principal offices.....	\$ 7 for 6 months.
Other offices.....	\$ 5 for 6 months.

For the reception of books, newspapers or magazines from abroad, in quantities greater than 50 copies, \$ 30 per annum; for periods less than 6 months, \$ 15.

Poste Restante.—The office devoted to this service is situated on the ground floor of the General Post Office, and the entrance is at number 350, Calle Reconquista. This correspondence is not published on the lists, and is only given to addressees who can prove their identity.

The public may have its correspondence addressed to initials, numbers, etc., and may insist that it shall be handed only to persons who present a similar envelope. This kind of correspondence is only delivered to addressees at the counter but in certain cases it may be forwarded to another office, though always to the «Poste Restante».

Besides this building, the postal service also occupies a part of that of the old Customs House, at the corner of Calles Victoria and Balcarce. There are situated the offices of the Vice-Director General, international parcels post, the international service, the Archives, the Statistics, the Telegraphic Centre, and the workshops.

There is also a garage and depot for vehicles in Calle Santiago del Estero, 1161, and in Calle San Juan 1349, and a general depot in Díaz Vélez 125.

Telephone.—The telephone is installed only in the capital towns, such as Rosario, Córdoba, Santa Fe, Tucumán, La Plata, Bahía Blanca, Mendoza, etc. Buenos Aires is in communication with Montevideo (500 km.), Rosario (405 km.), San Nicolás (333 km.), Junín (320 km.), Pergamino (258 km.), Bahía Blanca (704 km.), Mar del Plata (400 km.), etc.

The two companies, Río de la Plata Telephonic Union, and the Co-operative Telephonic, which work Buenos Aires, have a capital of £ 554,000 and £ 58,400 respectively. The first has 38,850 lines and 35,300 subscribers. The second has 7,956 lines and 7,250 subscribers. The two companies, but more especially the former, possess numerous call-offices in all parts of Buenos Aires from which one can telephone to subscribers (\$ 0·20 each 5 minutes).

Messengers.—For sending urgent letters, and also little parcels, there are several very well organized companies possessing a numerous staff. As they all have telephones one can communicate with them in this way to call a messenger, and the latter will arrive in a few minutes time, with or without bicycle, in accordance with the request. In general the charges of all the companies are as follows. From the house from which the message is despatched to a distance of 10 cuadras \$ 0·20; from 10 to 15, 0·30; from 15 to 20, 0·40; from 20 to 30, 0·50. Boca, Barracas, Palermo, Caballito, Los Corrales, 0·80; Flores, Belgrano, Chacarita, tramway included, \$ 1. Messenger with bicycle, 0·60 per hour. Tip, \$ 0·10 or 0·20.

The principal companies of messengers are: Mensajeros de la Capital, headquarters, Calle Corrientes 1556 (U. T. 2358, Libertad), offices: Calle Bartolomé Mitre 479 (U. T. 426, Avenida), Rivadavia 1190 (U. T. 3002, Libertad),

Maipú 440 (U. T. 3910, Avenida), Libertad 1027 (U. T. 1015, Junca), Perú 363 (U. T. 1139, Avenida), Callao 224 (U. T. 321, Libertad), Rivadavia 2854 (U. T. 455, Mitre), Cabildo 1943 (U. T. 593, Belgrano); Mensajeros Basconia, Calle Independencia 993 (U. T. 1101, Buen Orden); Mensajeros Chic, Calle Cangallo 536 (U. T. 4991, Avenida); Mensajeros Comercio, Calle Chacabuco 186 (U. T. 109, Avenida); Mensajeros Congreso, Avenida de Mayo 838 (U. T. 1698, Libertad); Mensajeros El Reitu, headquarters, Calle Defensa 153; offices: Calles Alsina 491 (U. T. 659, Avenida), Victoria 1075 (U. T. 67, Libertad); Mensajeros La Rapidez, Calle B. Mitre 1848 (U. T. 401, Libertad); Mensajeros La Vascongada, Ca'le Entre Ríos 275 (U. T. 3044, Libertad); Mensajeros Los Modernos, Calle Humberto I 3100 (U. T. 2307, Mitre); Mensajeros Mercurio, Calle Esmeralda 462 (U. T. 2700, Avenida).

Urban Express.

National Telegraph.—This express serves for rapid communication between the capital and the suburbs. The telegraphic offices are the following: Adrogué, Almagro, Avellaneda, Banco de la Nación, Banfield, Belgrano, Bernal, Boca, Bolsa, Buenos Aires, Caballito, Centro América, Centro Norte, Centro Sud, Círculo de Armas, Club del Progreso, Congreso, Constitución, Chacarita, Stations of the Central, Western, and Southern Argentine Railways, Flores, Haedo, Hipódromo, Jockey Club, Liniers, Lomas, Lorea, Martínez, Ministerio, Morón, Núñez, Olivos, Once de Septiembre, Palermo, Quilmes, Ramos Mejía, Retiro, San Fernando, San Isidro, San Martín, Temperley, Tigre, Tigre Hotel, Vélez Sársfield, Victoria, Villa Ballester and Villa Urquiza.

Telegrams for the public lines may also be given to the telegraphists employed by the *Urban Express*, who will give a receipt for them.

If the telegrams are posted in a letter-box it is necessary to take into account the hours of collection. The messengers of the *Urban Express* are provided with a form, which they must give without extra charge, to the recipient of a telegram, in case the latter wishes to reply to the telegram he has received. Only 20 words are permitted, including the address and the signature, and it is necessary to be careful not to exceed this number, for if there are more than 20 words the telegram is transmitted by post.

Telegrams may be written in pencil, but must be easily legible.

Theatres, Concerts, Sports, Clubs, etc.

Theatres.—*Colón* (Calles Libertad and Tucumán; 'Phone: U. T. 27, Libertad).—Municipal, chiefly devoted to Italian lyric opera; open from May to August; very beautiful and luxurious theatre, the first in South America; evening dress is obligatory for ladies and evening dress or dinner jacket for gentlemen; the season's subscription is generally divided into different days of the week for different tickets, and it is therefore difficult to obtain seats at the box-office; agencies sell tickets, charging a commission. The performances between May 25th. and July 9th. are gala performances, and the President of the Republic and other high officials are present. The theatre possesses a heating apparatus. The audience has not the commendable habit of meeting in the luxurious foyer during the intervals. (See the plan of this theatre among the advertisements).

Opera (Calle Corrientes 860; 'Phone: U. T. 1170, Libertad).—Until the opening of the Colón this was the principal theatre, but today it is a theatre of second class. The Opera does not confine itself exclusively to any particular class of entertainment. There are played indiscriminately opera, drama, comedy and vaudeville, and also concerts are given.

Odeón (Calle Esmeralda 367; 'Phone: 367; 'Phone U. T. 2313, Avenida).—Small but well-appointed hall for comedy, which is the usual class of entertainment here. The fashionable season lasts from May to October. Each company charges its own prices.

Coliseo Argentino (Calle Charcas 1109; 'Phone: U. T. 1115, Juncal).—Lyric operas and operettas are performed here, and the stage can be transformed into a circus ring about 12 metres in diameter.

San Martín (Calle Esmeralda 257); 'Phone: U. T. 1520, Avenida).—This theatre belongs to no particular class; it serves for either opera, operetta, comedy, or acrobatic troupes.

Politeama Argentino (Calle Corrientes 1470).—From May to August an excellent lyric opera company plays here regularly, and during the rest of the year all kinds of plays are given.

Victoria (corner of Calles Victoria and San José; 'Phone: U. T. 211, Libertad).—No exclusive form of entertainment is given here; vaudeville and musical comedy are most usual.

Buenos Aires (Calle Cangallo 1053; 'Phone: U. T. 3077, Libertad).—Principally devoted to comedy and Spanish vaudevilles.

Avenida (Avenida de Mayo 1222; 'Phone: U. T. 1095, Libertad).—Like the previous one.

Nuevo (Calle Corrientes 1528; 'Phone: U. T. 3678, Libertad).—Dramas and national comedies are played here.

Argentino (Calle B. Mitre 1444; 'Phone: U. T. 1788, Libertad).—Like the previous one.

Apolo (Calle Corrientes 1386; 'Phone: U. T. 938, Libertad).—Performances given by national companies.

Nacional (Calle Corrientes 960; 'Phone: U. T. 912, Libertad).—Like the previous one.

Comedia (Calle Carlos Pellegrini 244).—Devoted principally to Spanish vaudevilles, giving performances in sections.

Mayo (Avenida de Mayo 1099; 'Phone: U. T. 308, Libertad).—Like the previous one.

Variedades (Plaza Constitución; 'Phone: U. T. 1303, Buen Orden).—Spanish drama and vaudeville.

Marconi (Calle Rivadavia 2330; 'Phone: U. T. 2056, Mitre).—Italian opera and drama.

Casino (Calle Maipú 336; 'Phone: U. T. 3500, Avenida).—Cultivates the class of entertainment given at the French music-halls, including dances, popular songs, Acarian games, Roman fights; it is an imitation of the Folies Bergère, in Paris. One may smoke there and keep on one's hat during the performance. Entrance \$ 1·50.

Royal (Calle Corrientes 829; 'Phone: U. T. 863, Libertad).—Same class of entertainment as at the Casino.

Parisiana (Calle Lavalle 845; 'Phone: U. T. 3219, Libertad).—Same as the Parisian music-halls.

Olimpo (Calle Pueyrredón 1463; 'Phone: U. T. 2677, Junca).—Comedies and vaudevilles, in sections.

Pueyrredón (Calle Rivadavia 6871; 'Phone: U. T. 786, Flores).—No particular class of entertainment.

Circuses.—*Coliseo Argentino* (Calle Chacras 1109; 'Phone: U. T. 1115, Junca).—*Anfiteatro* (Calle Paraná 436).—*Anselmi* (corner of Calles Lavalle and Larrea).—*Reynaldi* (corner of Calles Montes de Oca and Rocha).—*Politeama Anselmi* (Calle Boedo, between Calles Estados Unidos and Independencia).

Performances in the Buenos Aires theatres begin at 9 p. m. With the exception of the Colón, the Opera, and the Odeón, during the season, one can almost always find places at the box-office up to the last moment. Nevertheless, it is better to reserve them in advance, either by telephone, or by messenger. There are no special agencies for the sale of tickets. At the doors of several theatres are men who sell tickets for entrance. Only at the Colón, Opera and Odeón is evening dress compulsory: ladies must be décolletées and

be without hats. In the other theatres when first-class companies are playing many men wear evening dress. This custom has spread also to the higher-class cinematographs for benefit or other special performances. In the less important theatres the ladies wear visiting costumes with hats, but they are obliged to remove their hats during the performance. The Buenos Aires theatres generally are noteworthy for the elegance and luxury of the audience. The traveller should not miss seeing the Teatro Colón on a patriotic fete day, such as May 25th. or July 9th.

Cinematographs.—*Palace Theatre* (Calle Corrientes 757; 'Phone: U. T. Avenida).—High-class. Performances every evening. Matinées on Sundays and holidays. Parterre, with entrance, \$ 1 on week-days (except Saturdays) and at matinées; \$ 1·50 on Saturdays, Sundays and Holidays (evening performance). Orchestra under the direction of Mr. Ch. Marchal.—*Little Palace Theatre* (Calle Libertad 976; 'Phone: U. T. 1324, Juncal).—High-class. Same prices as for the foregoing. Orchestra under the direction of Mr. Ch. Marchal.—*Ateneo* (Calle Corrientes 699; 'Phone: U. T. 204, Avenida).—Orchestra under the direction of Mr. Maurage.—*Cine-ópera* (Calle Corrientes 848).—*Biógrafo Lavalle* (Calle Lavalle 925).—*American Biograph* (Calle Suipacha 482).—*Nacional Norte* (Calle Santa Fe and Avenue Callao).—*Cinematógrafo de la Plaza del Congreso* (Calle Rivadavia 1635).—*Esmeralda* (Calle Esmeralda 320).—*Gran Biógrafo Corrientes* (Calle Corrientes 1174).—*Cinema Familiar El Sol de Mayo* (Calle Entre Ríos 641).—*Imperial Biógrafo* (corner of Calles Cangallo and Esmeralda); two performances every day.—*Cine-Doré* (Calle Sarmiento 1157).—*Palais Royal* (Calle Rivadavia 1970).—*Mundial Palacio* (Calle Belgrano 1260).—*Mascagni* (Calle Corrientes 1550).—*Cinema Radium* (Calle Lavalle 731).

The cinematograph is very much in vogue in Buenos Aires. Certain of the halls are very luxurious and are frequented by a numerous and distinguished public. The best are the *Palace Theatre*, the *Little Palace*, and the *Ateneo*.

Concerts.—Classical music is beginning to be cultivated at Buenos Aires, and the concerts given there are very successful and may be compared with those given in the large European capitals.

This result is due, in the first place, to the fact that there are excellent lyrical companies in the Capital, which give the best productions of the Italian, French and German Theatres, and also to the number of musical societies, which each year incorporate a multitude of artistic elements, especially prepared to appreciate the musical creations of the great masters.

The concerts given by the «Sociedad Orquestal Bonacerrense», directed by Professor Cattelani, during the month of October, call attention on account of the homogeneity of their elements. The harp concerts organized every year during September or October by Professor Lebano, for philanthropic purposes, with young ladies of good family, also deserve mention. Besides these, the different charitable societies frequently organize concerts, almost always of high class, in order to obtain funds for their charities. The «Sociedad de Música de Cámara», whose chief performers are Professors Auguste Maurage, Robert Torterolo, Richard Rodríguez and Charles Marchal, also contributes in no small degree towards spreading the taste for music. It generally gives 10 concerts from March to December, of which 8 are composed of chamber music and two are symphonie. Members pay a subscription of \$ 4 per month, and have the right to buy at the booking-office not more than four extra tickets for each concert, at the minimum price of \$ 1 each for the chamber music concerts and \$ 2 for the symphonie concerts, besides their own season ticket. The *Diapason* society (Calle Tucumán 543; 'Phone: U. T. 3863, Avenida), composed of ladies and gentlemen of the best society, has the same object as the foregoing. During winter, on Wednesdays, and on certain Sundays, from 5 to 7, performances of very good symphonie and vocal music are given. (Admission of members is made by secret ballot, the committee taking a vote on the demand of the members). The *Música Municipal*, under the direction of Professor Malvagni and composed of 100 professionals, is also an element in the education of the musical taste of the population. During the summer evening concerts are given in the hall of the «Sociedad Rural» and on the principal squares and promenades, while in winter they are given during the daytime, with selected programmes. They are well attended.

Sports.—The principal horse races take place at the Palermo Hippodrome (race-course), under the auspices of the Jockey Club; they begin on March 4th., and conclude on December 30th. Foreigners of mark can easily obtain invitation to the members' stand. An entrance fee is charged for the other, or «popular» stands. The principal races are the «National Prize» and the «Carlos Pellegrini Prize» (formerly International). A considerable amount of money is laid on the races.

Outside the capital, but distant only a few minutes, and served by several railway lines, are the *Hurlingham Club*, in the small township of the same name, near San Martín; the *Lomas Jockey Club* and the *Longchamps Hippodrome* (race course), in which races are frequently held.

Skating.—At the *Ice Palace* (Paseo de la Recoleta), skating on ice (from April to November), every day from 9·30 a. m. to 12·15 p. m., and from 3·30 p. m. to 7 p. m. Evening on Thursdays and Sundays, from 9·30 p. m. to midnight. (Entrance: day, \$ 3; evening, \$ 1). Elegant reunions. The *Palacio de Novedades*, Calle Florida 146. Open morning, afternoon and evening. Tuition free of charge. The *Skating Rink*, on the roof of the Casino (Calle Maipú 336). Every day from 4·30 p. m. to 7 p. m.

Yachting.—The *Argentine Yacht Club*, headquarters at El Tigre (Central Argentine Railway) in a house-boat anchored in the Río Luján. The *Tigre Sailing Club*, which is situated also at El Tigre (50 minutes from Buenos Aires).

There also exist different societies which devote themselves to rowing and sailing regattas. These are the principal ones: Buenos Aires Rowing Club, Argentine Rowing Club, «La Marina», Teutonia and the Tigre Boat Club. All these clubs, with the exception of «La Marina», are situated at El Tigre. «La Marina» is at the Dársena Sud (Southern Basin) in the port of the capital. On the Río Luján splendid boating excursions may be made; the scenery is very picturesque. Important rowing regattas take place in these waters on November 11th.; boating excursions in the port of Buenos Aires are rendered impossible by the continuous traffic on the water.

Cricket.—Numerous clubs exist for the popularisation of this game; the principal are: «Hurlingham», «Lanús», «Belgrano», «Flores», «Quilmes», «Buenos Aires», «Banfield», «St. George», «San Isidro», «Lomas», «San Martín», and «Barracas».

Olympic Games.—Organized by the following societies: «Buenos Aires Gymnastic and Fencing Club», «National Association of Physical Exercises for Young people», «English High School», «Villa Ballester Athletic Club», and «Belgrano Athletic Association».

Golf.—Part of the British colony at Buenos Aires has imported this healthy game. The links at San Martín, Villa Devoto, Lomas de Zamora, Rivadavia, Mar del Plata, and those of the «Argentine Golf Club» (Palermo), magnificent courses several hectares in area, have been, and are frequently, the scene of important meetings.

Lawn Tennis.—There are many clubs devoting themselves to the practice of this sport; the following are the principal, with the address of the headquarters in Buenos Aires:

«Buenos Aires Lawn Tennis Club», Calle Bartolomé Mitre 299; «Belgrano Lawn Tennis Club», Calle Corrientes 951; «Flores», Calle Bartolomé Mitre 441; «Lomas», Calle Bartolomé Mitre 871; «Quilmes», Avenida de Mayo 671; «Villa Devoto», Calle 25 de Mayo 277.

Cycling Clubs.—«National Cycling Club», Calle Triunvirato 887; «Argentine Cycle Union», Calle Maipú 231; «Italian Cycling Club», Avenida Alvear 567; «Argentine Motor Club», «Argentine Cycle Club», and «United Cyclists' Club».

There is an excellent cycle track in the Parque 3 de Febrero.

Argentine Sports Society.—Its headquarters are situated on the road to Palermo, in the old Pavillon de las Rosas. It possesses, besides, a stadium at Palermo, in which athletic sports, football matches and horse-breaking take place.

Gymnastic Clubs.—«Gymnastic and Fencing Club», Calle Cangallo 1154; possesses a superb place at Palermo; «National Association of Physical Exercises», corner of Calles White and Azopardo; «Amateur Athletic Association of the River Plate», Calle Bartolomé Mitre 475; «Belgrano», Avenida de Mayo 748; «English High School», Calle Santa Fe 3590; «Flores», Once Station; «Lanús», Plaza Constitución Station.

Fencing Clubs.—«Gymnastic and Fencing Club», Calle Cangallo 1154; «Círculo de Armas», Calle Cangallo 861; «Jockey Club», Calle Florida 559. The fencing room of this sumptuous institution is under the direction of the masters Pini, Bai, Peme, Nigro and González. «Club del Progreso», Avenida de Mayo 633; «Naval Centre», Calle Florida 316; the fencing room is directed by Professor Víctor Ponzoni; and the «Círculo Militar», Calle Maipú 255.

Target Shooting.—«Argentine Federal Shooting Club»; possesses a superb range at Palermo. «Swiss Target Shooting Society», with a fine range at Belgrano. «Italian Target Shooting Society», with a magnificent polygon at Villa Devoto. The «Pigeon Club» (Calle Tagle 280), possesses a fine installation and a branch at Mar del Plata.

Shooting practice for war-time, with «Mauser» guns, is obligatory for all the citizens who form part of the active army. The Government has constructed numerous practice grounds in the principal towns of the Republic. Ammunition is supplied at cost price.

Hunting.—Owing to the diversity of its climate and the composition of its soil the Argentine Republic is one of the richest countries in game. Up to the present hunting has been

only a pastime for the inhabitants, and no industrial development of it has been attempted, although its products already amount to several hundred thousand francs in the export accounts.

In the woods and plains of the central and southern provinces the hare and the partridge are found in abundance, as well as the ostrich, the alpaca and the wild cat, with a few pumas in the forests on the Pampas. In the Cordillera there are vicuñas and large birds of prey. In the northern districts, covered with tropical forests, are to be found the majority of the birds common to other tropical countries, especially the richly-plumed birds used for ladies' hats, and the puma and the jaguar. Otters are abundant in the rivers.

On the plains hunting is very easy, and the greater part of the notable visitors who have come to the Republic for purposes of study and others, have devoted themselves to hunting in automobile or on horseback on the large estancias.

In the forests of the north hunting expeditions are already beginning to be organized, and these expeditions have all the attractions of those of the Congo forests, without their inconveniences.

Attempts have been made also to shoot some of the hares, which exist in an huge numbers and have become a veritable plague for agriculture and to export them, in cold storage.

Hunting is regulated in the province of Buenos Aires for certain game considered useful, and is prohibited during a certain period of the year. The regulations for the year 1911 had the following clauses in particular:

«From December 1st. to March 31st. any form of hunting is prohibited for the following classes of animals: Alpaca, Stag, Carpincho, Doe, Otter, Seal, Armadillo, Ostrich, Partridge, Goose, and Duck.

»Partridge shooting is absolutely forbidden during the whole of the year 1911 in Electoral Divisions 1 and 6; during the whole of the year 1912 in Divisions 3 and 5, and during the whole of the year 1913 in Divisions 3 and 4.»

As may be seen, the restrictive decree deals only with animals which it is useful to preserve or which *render useful services* to agriculture.

The following are the principal hunting clubs: «Hunters' Club» (St. Hubert), Calle Defensa 368, Union Telephone 3430, Avenida; «International Hunters' Club», Calle Perú 367, Union Telephone 4044, Avenida.

Pelota.—This noble and virile exercise, of Spanish origin

is a favorite one at Buenos Aires. The principal centres are: «Gymnastic and Fencing Club», Calle Cangallo 1154; «Argentine Pelota Club», Calle Moreno 983, and «Frontón Buenos Aires», Calle Córdoba 1130, Union Telephone 4097, Juncal.

Football.—This game is firmly established in the sporting life of the Republic, being played from Buenos Aires to Jujuy, and being adopted everywhere in the country. One can call it the national game.

The season lasts from April to September. There are numerous societies, but the most important is the «Argentine Football Association». Games are played on Sundays and holidays, from April to September, in the fields of the «Sporting Society» (Palermo).

The international matches are the most interesting; they are played under the auspices of this association, among amateurs. The matches arouse great interest, especially when the South African team takes part in them.

Fox-Hunting.—This sport, so fashionable in the large capitals of Europe, is also popular in Buenos Aires, under the patronage of the Hunting Club, an association formed by the most select society of the capital, men and women.

In winter and in spring fashionable meets are held, either at the establishment Talar de Pacheco, near the station of the same name (Central Argentine), or at the establishment Villa Elisa, near the station of the same name (Southern Railway).

Boxing.—This sport is beginning to spread in Argentina. The Argentine Boxing Club (Calle Florida 525, Union Telephone 2765, Avenida), gives frequent public exhibitions.

Aviation.—A military aviation school has been founded near the station of *Palomar* (Buenos Aires and Pacific Railway). The Argentine Aero Club (corner of Calles Guanacache and 11 de Septiembre, Union Telephone 69, Belgramo) has a place at *Belgramo*.

Excursions.—These are promoted by the Argentine Excursion Club, Passage Roverano, 557, Bureau de Cedres. The subscription is \$ 12. Two or three outings are undertaken every year. The number of members is 50. To become a member it is necessary to be proposed by two members.

Argentine Touring Club.—This club, of recent creation, is to assist in the development of sports, especially motor-car touring; it therefore takes action with the authorities to get

them to construct good roads, and it has published a Touring Club Guide, which renders great services to travellers.

Clubs.—The following is a list of the principal clubs (to gain admission it is necessary to be introduced by a member): Jockey Club, Calle Florida 559 (Union Teleph. 2260, Avenida); Club del Progreso, Avenida de Mayo 633 (U. T. 4380, Avenida); Circolo Italiano, Calle Florida 8 (U. T. 601, Avenida); Círculo de Armas, Calle Cangallo 861 (U. T. 3423, Libertad); Club Español, Calle Bernardo de Irigoyen 172 (U. T. 2000, Libertad); Foreign Residents' Club, Calle Bartolomé Mitre, 478, 2nd. floor (U. T. 1194, Avenida); Club Français, Calle Sarmiento 763 (U. T. 791, Avenida); English Club, Calle Bartolomé Mitre 476 (U. T. 1234, Avenida); German Club, Calle Córdoba 731 (U. T. 417, Avenida); Argentine Chess Club, Calle Cangallo 833 (U. T. 2105, Libertad); Austro-Hungarian Club, Calle Bernardo de Irigoyen 557 (U. T. 2857, Libertad); Círculo Militar Argentino, Calle Maipú 255 (U. T. 415, Avenida); Club Social del Norte, Calle Santa Fe 2372 (U. T. 611, Juncal); Círculo de la Prensa, Calle Sarmiento 431 (U. T. 3344, Avenida); Círculo Belgrano, Calle Obligado 1802 (U. T. 775, Belgrano); Junta de Historia y Numismática Americana, Calle Victoria 328.

Exhibitions of Paintings.—National Fine Arts Museum (Argentine Pavilion, Plaza San Martín); Fotografía y Galería Witcomb, Calle Florida 364, where pictures by Spanish masters are frequently exhibited; Amateur Photographers' Society, Calle Victoria 1360; The London Gallery, corner of Calles Córdoba and Florida.

Among the best private collections must be mentioned that left by Mr. José P. de Guerrico, Calle Corrientes 537; that of Mr. Lorenzo Pellerano, Calle Talcahuano 1138; and that of Mr. Antonio Santamarina, Calle Santa Fe 958.

Civil Registrars' Offices.—As it may happen that a tourist is obliged to make a declaration of birth at a registrar's office, it is as well to know that this declaration must be made by the father or nearest relation of the infant, and the midwife, within three days of the birth, under a penalty of a fine or imprisonment.

The 20 civil registrars' offices are open to the public from 11·30 a. m. to 5·30 p. m., every day, including holidays, and on Sundays from noon to 2 p. m. The following are their addresses:

Chief Office, Calle Paraguay 1050; sections: 1st., Calle Rivadavia 8151, with a branch at Calle Esquivel 159; 2nd., Calle Rioja 1778; 3rd., Calle General Iriarte 566; 4th., Calle Alm. Brown 1078; 6th., Calle Belgrano 4139; 7th., Calle Bartolomé

Mitre 4309; 8th., Calle Alberti 1256; 9th., Calle Ecuador 385; 15th., Calle Malabar 348; 16th., Calle Nahuel Huapi 5058; 17th., Calle Lacroze 2469; 18th., Calle Gurruchaga 2164; Boca and Barracas section, Calle Montes de Oca 830; Belgrano section, Belgrano.

Commercial Establishments, Shops.

There are few houses in Buenos Aires whose ground floors are not occupied by a commercial establishment or a shop. The principal shops are to be found in Calle Florida, which, until lately held the sceptre for good taste and elegance; but now-a-days, it is beginning to lose a little of its importance because of the competition of the beautiful Avenida de Mayo, on the wide pavements of which are installed luxurios shops. The Calle Carlos Pellegrini has also acquired during these latter years a great importance owing to the exhibition in its shops of fancy articles, its jewellers' shops and its bazaars. Shortly, as the building continues, the population of the centre quarters will emigrate towards the outer districts and the streets which are being formed to-day, such as Callao, Rivadavia, Corrientes, Santa Fe, and San Juan, will become very important. The great establishments built in the principal streets attract by means of shop window display; others try to attract buyers by means of advertisement boards, carrying in great letters «Gran Liquidación» or «Venta Forzosa», etc.; but it is well to distrust these announcements which, at bottom except for a few honourable exceptions, are frauds.

Buenos Aires, a great capital owing to the luxury and the good taste of its numerous population (1,426,500 inhabitants en January 1st. 1913), possesses several establishments like those of other great capitals, such as the «Bon Marché» and the «Louvre» of Paris, which offer to purchasers an infinite variety of objects and of wares, at prices, in general, lower than those of other establishments, for their large trade permits them to charge prices giving only a minimum profit on each article. Nevertheless it must not be believed that their goods are always of better quality and cheaper than in the special establishments. The principal establishments which exist of this sort are: Gath and Chaves at the corner of Calles Florida and Bartolomé Mitre; and its two branches, one called «Al Palacio de los Niños», at the corner of the Calles Florida and Sarmiento, and the other «Al Palacio de las Damas», at the corner of the Calle Perú, and the Avenida de Mayo. «A la Ciudad de Londres», at the corner of Calles Carlos Pellegrini and Corrientes; «Al Progreso», at the corner of the Calles Bartolomé Mitre and Esmeralda; «A la Ciudad de Méjico», at the corner of Calles Florida and Sarmiento; «A la Tienda San Juan», at the corner of Calles Alsina and Piedras; the establishment of Avelino Cabezas, Calle Sarmiento 562, and the Cooperativa Nacional de Consumos, Calle Suipacha 263-275; whose sales return considerable profits.

At the present time the first place amongt hese establishments is held by Gath and Chaves, with its central establishment and its branches, which each day like a polypus stretches out its tentacles around all the little shops which are near to it. This important house, established in 1885 sells all articles. There are a large number of different departments, in which one can find all that is necessary for the toilet of men, of women, and of children, and also everything in the way of furniture, household goods, clothing, etc.

In recent times the establishment has developed marvellously. At the present moment (January 1st. 1913) there are employed for the sale of goods at the central house and in the branch establishments, 3,006 people, of whom 2,366 are men and 640 are women.

There are also 295 employees (278 men and 17 women) employed continuously in the workrooms.

In 1911 these workshops turned out goods to the value of \$ 12,734,872, or £ 1,120,668.

Besides its branches in the capital, this house has branches established

at Rosario, Córdoba, Bahía Blanca, La Plata, Mendoza, Tucumán, Paraná and Mercedes (Buenos Aires), with a total number of employees amounting to 481 (434 men and 47 women).

The total of the salaries paid to employees in 1911 amounts to \$ 5,658,383 paper (£ 497,937), besides \$ 1,772,119 paper (£ 155,946), paid to workers working at home.

In 1911 the establishment Gath and Chaves sold \$ 35,216,087 paper (£ 3,099,015), worth of goods.

Tea-Rooms.—A short time ago there were established in Buenos Aires some Tea-rooms, worked in the same way as similar shops in Europe.

Society people now take their afternoon «teas» there. The best of these establishments are, the Five O'Clock Tea Room, Calle Florida 72, and its branch house in the luxurious establishment at Calle Florida 329; «RUMPELMEYER'S TEA ROOMS», FLORIDA 221 (Ortiz Basualdo Building); Tea-Room Victoria, Calle 25 de Mayo 164, and the confectioners' «Del Gass» (at the corner of Calles Esmeralda and Rivadavia), and «París» (corner of Calles Charc and Libertad), which has special salons, luxuriously furnished; and «The Squisite Saloon», Calle Esmeralda 340.

Confectioners.—The trade in confectionery is very great at Buenos Aires. For this purpose numerous luxurious shops are established. The sweets imported are from the best Swiss and Parisian factories. The bags, boxes and tins used for sale are nicely made up and of good taste, and prices vary according to the kind. Among these shops one must mention: «Aux Grandes Marques», Calle Florida 201, with a branch, Calle Esmeralda 209; during the summer the establishment has also a branch at Mar del Plata; the «Iris Blanco», Calle Cangallo 715; the «Grange», Calle Esmeralda 239; the «Jazmín», Calle Cangallo 599; the «Del Gas», at the corner of Calles Esmeralda and Rivadavia; «Del Aguila», Calle Florida 178, and «París», at the corner of Calles Charcas and Libertad.

Ladies' Hairdressers.—Maison Gadan, Calle Florida 594, and Bartolomé Mitre 943; Maison Moussion, Calle Callao 302; Maison Auguste Lachaise and Fernand Vachon, Calle Esmeralda 370; Joséphine Etcheverria, Calle Lavalle 1530; V. Guelfin, Calle Carlos Pellegrini 471; «L'Arte», Calle Tucumán 1539; Ernest Maré, Calle Bernardo de Irigoyen 649; Pierre Pucheu, Calle Bartolomé Mitre 860; Antonia de Ribas, Calle Cerrito 538; Ruiz and Roca, Calle Rivadavia 601; Domingo Vitale, Calle Carlos Pellegrini 656; Lucila de Zabala, Calle Corrientes 3314.

THE VICTORIA HAIR DRESSING SALOON. (Cangallo 324, corner Calle 25 de Mayo.) The most up to date and modern establishment of its kind. Fitted out with the latest American hydraulic chairs and electric, massage machines. Sole agent for the celebrated «B W» St. Thomas Bay Rum recommended by physicians. Only high class soaps and perfumery sold. The most experienced men employed. Proprietors have París, London and New-York experience.

Milliners.—Moussion, Calle Callao 302; Gadan, Calle Florida 594; París Elégant, Calle Victoria 800; Noirat, Avenida de Mayo 1273; Palais de l'Elégance, Calle Bartolomé Mitre 666; Aphesselche, Calle Carlos Pellegrini 1325; Souza, Calle Florida 474; Mme. Méry, Calle Florida 635; Anglada, Calle Suipacha 343; Aragón, Calle General Urquiza 1717; Paulina Arauz, Calle Solis 695; Banton, Calle Carlos Pellegrini 616; Barrio, Calle Bernardo de Irigoyen 589; Bartalena, Calle Esmeralda 562; Victorina Bazerque, Calle Lavalle 1015; Reminga Bersanino, Calle Bolívar 814; Bollatti, Calle Bartolomé Mitre 1442; Emilia Bono, Calle Belgrano 1616; Gabriela Bonoron, Calle Uruguay 1052; Borello, Calle Bartolomé Mitre 1427; Mme. Boston, Calle Perú 191; Emilia Bottinelli, Calle Triunvirato 156; Luisa Bove, Calle Rivadavia 3743; Brañie, Calle Independencia 3312; Bustos, Calle Corrientes 1529; Enriquita Cenac, Calle Callao 336; María Cepero, Calle Bernardo de Irigoyen 1223; Chastonay, Calle Charcas 1020; Lucia Cinat, Calle Tucumán 1788; Concepción Cocuzzi, Calle Díaz Vélez 502; Francisca Coma, Calle General

Paz 2141; A. L. Comin, Calle Lavalle 957; M. L. Cornete, Calle Bernardo de Irigoyen 722; Maison Christofani, Calle Belgrano 1156; J. Eiriz and Company, Calle Cangallo 1114; Juan Fava, Calle Cerrito 594; Marguerite Fernández, Calle Bernardo de Irigoyen 648; C. M. Firpo, Calle Santa Fe 2264; A. Franchelli, Calle Bernardo de Irigoyen 1217; Vda. de Gárate, Calle Esmeralda 828; J. R. García, Calle Rivadavia 2649; Luciana García, Calle Sarmiento 1235; Gelabert Sisters, Calle Varela 132; AUX GRANDS MAGASINS DU LOUVRE, Calle Viamonte 741 (Agency); Esther Guardado, Calle Esmeralda 461; Ernesta Lami, Calle Florida 632; A. Larroque, Calle Callao 128; Augustine Lorenza, Calle Córdoba 1029; etc.

Modes.—Aphesselche, Calle Carlos Pellegrini 1325; Fanny Arellano, Calle Arenales 1985; Harrods, corner of Calles Florida and Tucumán (Phone: 2557, Avenida). Ready made clothes and lingerie for women and children. A. S. Arlia, Avenida Alvear 108; Victoria Arrondo, Calle Azcuénaga 48; Angela Beaumont, Calle Charcas 1035; Julia Bellini, Calle Santa Fe 1447; Carmela Benedetto, Calle Patricios 1820; Carolina Binelli, Calle Patricios 967; Angela Bizien, Calle San José 242; Jane Bruneaux, Calle Bartolomé Mitre 1553; José Cateura, Calle Bartolomé Mitre 1540; Cauget, Calle Viamonte 1076; Esther Caviro, Calle Sáenz Peña 1952; María Chaillot, Calle Amenabar 2144; Fanny Citron, Calle Rincón 57; Remy Corbellati, Calle Charcas, 1092; Flora Cortés, Calle Alberti 727; L. F. Cossari Calle Mármol 978; María Costa, Calle Corrientes 4381; Rosa Costa, Calle Sáenz Peña 1781; Mme. Couzier, Calle Tacuari 627; María D'Amico, Calle Santa Fe 1275; Berthe D'Angla, Calle Libertad 1371; J. E. Debots, Calle Alsina 1663; C. Di Gaudio and Sisters, Calle Carlos Pellegrini 1154; Vlanche Dominique, Calle Viamonte 1253; Ducca and Ferrari, Calle Bernardo de Irigoyen 1172; Mme. Emilie, Calle Suipacha 1241; Julio Falcinelli, Calle Rivadavia 3515; Ernestina Ferraso, Calle Juncal 2383; Mme. Fortuny and Company, Calle Viamonte 1009; Célets Fricant, Calle Carlos Pellegrini 568; A. P. Gadan, corner of Calles Florida and Tucumán; F. Gardiol, Calle Florida 578; T. C. Gazzone, Calle Arenales 1022; Agency of the Grands Magasins du Louvre, Calle Viamonte 741; Mathilde Henry, Calle Suipacha 512; Mme. Léonie, Calle Tucumán 1055; S. Lequerica, Calle Bernardo de Irigoyen 1262.

Cigars.—*Gath and Chaves*, angle of Florida and Bartolomé Mitre; *Los Distinguidos*, angle of Calles Florida and Cangallo; *Cigarrería Lusitana*, angle of Calles Cangallo and San Martín; *La Porteña*, Calle Bartolomé Mitre 341; *La Exposición*, Calle Florida 65; *Cigarrería de Londres*, Calle Florida 6; *La Cubana*, Calle Cangallo 411; *Frou-Frou*, Calle Maipú 304; *José A. Dupré*, Calle Bartolomé Mitre 700; *Manuel Rivero*, Calle Bartolomé Mitre 515; *Galimberti, E. J.*, importations of Partagas Havana cigars, Calle Corrientes 556; *Carstensen, Lampe and Company*, representatives of the house of Upmann and Company, Calle Venezuela 883; *Randle Guillermo and Co.*, successors of Duhalde and Randle, Calle Lavalle 726; *Vilaró and Co.*, importers of Havana cigars, Calle Maipú 532; *Bunge, Ernesto and Born*, representatives of the Régie Italienne, Calle Bartolomé Mitre 226.

Silver and White Metal Goods.—Bazar Francés, Calle Florida 16; *Gath and Chaves*, corner of Calles Florida and Bartolomé Mitre; Bazar Inglés, Calle Perú 148; Mappin and Webb, Calle Florida 28-36; Bazar Colón, Calle Florida 254; Anezin Brothers, corner of Calles Maipú and Corrientes; Peter and Bignoli, corner of Calles Carlos Pellegrini and Xarmiento; Lappas, national manufacture, Calle Florida 347.

Jewellers'.—They are very numerous, but the principal ones are the following Fabre, Calle Florida 145 and 515; Fredenhagen, Calle Florida 363; Escasany, Calle Florida 84-88; Wust, Calle Florida 530; Carrasale, Calle Florida 457; The Manchester, Calle Florida 369; Barlow W. D., Calle Florida 484; Garbarini, Calle Florida 14; Dartigue, Calle Florida 23; Samuel, Calle Florida 199; Podestá Brothers, Calle Carlos Pellegrini 365; Coats, Calle Florida 320; Schoo, Calle Florida 538.

A. N. GUY. HIGH CLASS JEWELLER. CANGALLO 540

English plate and jewellery from the best London houses. Wedding Presents. Expert in the mounting of precious stones. Jewellery repairs and designing and remodelling. Watch and clock repairs. Fine selection of loose stones. Prices lowest in B. A.

Purchase of Second-hand Jewels.—People who wish to buy second-hand jewels can go to any special houses established for this purpose, such as La Esmeralda, Calle Esmeralda 421; La Royal, Calle Esmeralda 356, and Rettes, Calle San Martín 140.

In these establishments purchasers can make very good bargains if they are specially competent or if they are accompanied by someone who has a technical knowledge of these articles.

Bronzes and Works of Art.—Bazar Costa, Calle Florida 122; Gath and Chaves, corner of Calles Bartolomé Mitre and Florida; Fabre, Calle Florida 145 and 515; Wust, Calle Florida 530; Biscaglia and Maggio, Calle Florida 531; Barlow, Calle Florida 484; Bazar Inglés, Calle Perú 148; Bazar Colón, Calle Florida 254; Mappin and Webb, Calle Florida 28-36; Baron, Avenida de Mayo 621; Anezin, corner of Calles Maipú and Corrientes.

Booksellers.—Nueva Librería Europea, Calle Florida 323; Prudent and Co., Calle Victoria 721; Espiassie, Calle Florida 16; Peuser, Calle San Martín 200; Lajouanne, Calle Perú 142; Dante Alighieri (Italian Books), Calle Florida 344; Mendesky, Calle Florida 359; Roldán, Calle Florida 418; Loubière, (French Books), Calle Esmeralda 378.

THE ENGLISH BOOK EXCHANGE

333 Calle Florida, Buenos Aires.

Is a point of interest for all new-comers in Argentine; it is a large store situated on the principal street and is devoted entirely to the sale of English literature. Here may be obtained all the latest weekly newspapers and periodicals, monthly magazines, etc. A special feature is the supply of the latest works of fiction in the cheap colonial editions.

Postcards, photo views, plans, maps and view albums a speciality. Every class of printing and copperplate work. Books exchanged on a unique system.

All these bookshops receive the latest European literary and scientific works by each steamer and receive subscriptions for the principal foreign reviews and newspapers.

Geographical Charts.—Prudent and Company, Calle Victoria 721; Librairie Espiassie, Calle Florida 16; Peuser, Calle San Martín 200; Loubière, Calle Esmeralda 378.

Musie.—Pianos: Drangosch and Beines, Calle Bartolomé Mitre 1032; Bellucci, Calle Florida 315; J. A. Medina, Calle Florida 248; Neumann, Calle Florida, 415; Borgarello and Obiglio, Avenida de Mayo 839; J. M. Baña and Co., Calle Rivadavia 853; Gurina and Co., Calle Bartolomé Mitre 860; David Poggi and Son, Calle Carlos Pellegrini 418; L. Rivarola, Calle Bartolomé Mitre 882; C. J. E. Christi, Calle Cangallo 830; Breyer Brothers, Calle Florida 412.

Scores.—In the same houses, specially those of Drangosch and Beines, Medina and Neumann.

Professors of Singing.—Mme. Hélène Thédoorini, Calle Libertad 1387; Goula, Calle Callao 390.

Professors of Eloeution.—Mme. Moreno de Aragón, Calle Córdoba 1235; Mme. Hélène Théodorini, Calle Libertad 1387.

Opticians.—Lutz and Schultz, Calle Florida 240; Bono and Mandel, Calle Florida 348; Lambert, Calle Suipacha 246; Hess, Calle Florida 667; Bruschi,

Calle Bartolomé Mitre 553; Caton, Calle Carlos Pellegrini 531; Cova, Calle Esmeralda 449; Barozzi, Calle Bartolomé Mitre 1012; Canaré, Calle Florida 55; Murray (Pharmacy), corner of Calles Florida and Lavalle.

WIDMAYER & CO. Calle Corrientes 727. Photo store.

Films developed in 24 hours, prints in 2 days: Large selection of Kodaks and every kind of photo goods. Postcards: printing material.

Hats (Men).—(Foreign Make).—The principal houses are: Thomas de Marchi, Calle Lavalle 1040; The Manchester, Calle Florida 385; Gath and Chaves, corner of Calles Bartolomé Mitre and Florida; Mascort and Bonturi, corners of Calles Florida and Cangallo; (national manufacture): Gath and Chaves, corner of Calles Florida and Bartolomé Mitre; La Nacional, Calle Sarmiento 684; La Argentina, Avenida de Mayo 1001.

Corsets.—Mme. Borel, Calle Suipacha 324; Camille (Corsetterie de Paris), Calle Viamonte 657; Mme. Chateau, Calle Cangallo 1168; Elena Conti, Calle Tacuari 892; Figueras de Walls, Calle Callao 687; Serafina Fraga, Calle Chile 1540; Léonie Gaye, Calle Viamonte 676; Angela Leveratto, Calle Santa Fe 1625; Macchi Sisters, Calle Suipacha 323; Establishment ‘Le Grand Chic’, Calle Santa Fe 1682; Establishment Riccardi, Calle Paraguay 989; M. Mercier, Calle Carlos Pellegrini 814; Vda. Petrel, Calle Victoria 685; José Pollak, Calle Carlos Pellegrini 651; Eugénie Valadier, Calle Carlos Pellegrini 762; Vila Sisters, Calle Rivadavia 3839; ‘La Parisienne’, Calle Cerrito 167, make a speciality in orthopedic corsets and belts to measure.

Boots and Shoes for Men and Women.—Calabresi, at the corner of Calles Peña and Guido; Arbelo and Bloise, Calle Corrientes 647; Arbelo and Co., Calle Corrientes 873; Bernasconi Brothers, Calle Victoria 665; Henri Bohigas, Calle Carlos Pellegrini 166; Eugène Fellner, Calle Sarmiento 1113; Ficazzola, Calle Corrientes 668; Curcio, Calle Florida 315; Merlo, Calle Corrientes 1723 Smart, at the corner of Calles Bartolomé Mitre and Florida.

Dresses and Mantles.—The price of these articles is very varied, and it depends, not only on the material and trimming of which they are made, but also on the name, more or less well-known, of the selling house. One can nevertheless, state that a town costume for a lady would cost in the best establishments, between 250 and 300 pesos (£ 22 to £ 26), and an evening or reception gown, between 600 and 800 (£ 53 to £ 70).

But these same articles can also be obtained from shops less fashionable at far lower prices. The principal establishments are: Aphesetche, Calle Carlos Pellegrini 1325; Palace of Elegance, Calle Bartolomé Mitre 666; Díaz, Alegre and Davoli, Calle Bartolomé Mitre 784; Gadan, corner of Calles Florida and Tucumán; Moussion, at the corner of Calles Callao and Cangallo; Gardiol, Calle Florida 578.

Ladies' Tailors.—Lombardi, Calle Florida 744; Domínguez, Calle Florida 327; Paladino, Calle Bartolomé Mitre 532.

BARBER, ELLIS & CIA., SUIPACHA 320.

Private tailors. House founded by W. A. Hosburn from Henry Poole & Co., London. Union Teleph. 5715, Libertad.

Furriers.—Coats Isaae, Calle Cerrito 415; García Antoinc, Calle Sarmiento 436; Huber, Calle Carlos Pellegrini 373; Jonquieres, Calle Bolívar 1229, and Calle Cochabamba 501; Linger, Calle Lima 325; López, Calle Sarmiento 443; Rappaport, Calle Carlos Pellegrini 827; Talat Félix, Calle Cangallo 475; Zakroiski, Calle Carlos Pellegrini 536; Wencelblat, Calle Carlos Pellegrini 779.

For the storing skins and furs: Establishment A. Prat, Calle Suipacha, 140; and Jonquieres, Calle Bolívar 1229.

Tobacco.—The trade in tobacco, raw or manufactured, is free in the Republic, but it is burdened with a double tax, one on importation at the customs house and the other, when it is sold for consumption.

This article is burdened with a very heavy tax by the Argentine treasury. Thus, in 1911 the internal tax on tobacco produced \$ 25,573,254, paper, (£ 2,250,446).

Nevertheless the consumption does not diminish, which is proved not only by the figures given above, but further by the fact that there are about 2,180 establishments exclusively occupied in the making up and sale of tobacco, without counting a great number of cafés, sweetshops, etc., which also sell it.

There are many different brands of cigarettes, more or less well-known, but the best is without doubt, that of «43» which is not produced by any trust.

According to the information we have received on the subject of tobacco used in the making of cigarettes, the superior class (Havan tobacco) costs about \$ 16 a kilo, including duty. The middle class (Bahía) costs, with duty, from \$ 6·50 to \$ 7 a kilo.

With a kilo one can make from 40 to 50 packets of cigarettes, of course the number depends upon the way in which the tobacco is cut, and the length and thickness of the cigarettes.

Each little packet generally contains 14 cigarettes, so that the number of cigarettes that can be made with a kilo of tobacco is from 560 to 700, from which one deduces that a cigarette of Havana tobacco costs from 0·023 to 0·028 and one of Bahía tobacco from 0·0093 to 0·021.

The packets of cigarettes as sold cost 0·10 and 0·20 and the better ones from 0·30 to 0·50 a packet.

In 1911 there were sold for consumption 338,025,065 packets of cigarettes, whose value was estimated by the Administration of Internal Taxes at \$ 57,418,667, paper, (£ 5,052,843).

These 338 millions of packets of cigarettes were very quickly smoked and gave to the Public Treasury \$ 14,867,018, paper, (£ 1,308,279), this being all the visible result which remains.

The packets which are most favoured by smokers are those at \$ 0·20 (162 millions) and those at \$ 0·10 (121 millions).

The consumption of made-up tobacco, has grown to considerable proportions, so that in 1911 there were made in the country 278,788,209 cigars, of a value of \$ 7,599,231, paper, (£ 668,732).

Flower-Selling.—Until lately there had not been any special flower markets in Buenos Aires such as those in several cities in Europe. One was established in 1912 in the Plaza San Martín, which is held on holiday mornings. This market, due to the initiative of the Municipal Surveyor, has not yet given the looked-for results. Nevertheless horticulture has made great progress in recent years. The sale of flowers takes place in the gardens or depots of which there are several very elegant ones situated in the most central streets; they make sheaves and bouquets of great richness and beauty, with specimens of flowers from all countries which are mostly acclimatised at Buenos Aires. The decoration of tables, boudoirs and halls by means of flowers has become a custom which the greater part of the wealthy people have adopted. The quantity of sheaves and bouquets made up at Buenos Aires is so considerable that one can call it with reason «The City of Flowers».

The principal establishments which occupy themselves with the sale of flowers are: La Magnolia, of Joseph Arzani, Calle Lavalle 745 (U. T. 3473, Avenida); Germain Hammerer, Calle Maipú 608; Joseph Chauvin, Calle Esmeralda 761; Hintermeyer at the corner of the streets Cangallo and Maipú.

Carpet-Cleaning.—There are several establishments for cleaning and disinfecting carpets, possessing very highly perfected machines. They also have a very competent staff to lift and remove carpets to the place where they are cleaned. Among the best one must mention: The National Transport Company, Calle Balcarce 256; Inocencio Hillo, Calle Cangallo 645; Mieli and Roesli, Avenida Alvear 1620; Francisco Folgan and González,

Calle Las Heras 1933; Cassels and Co., Calle Bartolomé Mitre 570, who possess a pneumatic machine which cleans the carpets without raising them, by means of an india rubber tube which is passed into the house from the road through the windows or doors.

THE BRITISH ESTABLISHMENT (521 CANGALLO, Bs. As.)

We clean Ladies' and Gentlemen's clothing by the latest European method. British workmen employed and clients are assured of rapid and accurate service. Phone us before 4 p. m. and have your dress suit returned like new by 7 p. m.— Telephone U. T. 1246, Avenida.

Storing of Furniture.—For the storing of furniture there are also several companies, possessing installations ad hoc and having a very competent staff.

These companies undertake to fetch the furniture of the inhabitants and carry it to their depots where they keep it with care and also insure it against fire by special arrangement with the insurance companies. The best are: The National Transport Company, Calle Balcarce 256; and Meili and Roseli, Avenida Alvear 1620.

Hospitals.—The principal hospitals of Buenos Aires are: The *Rivadavia Hospital*, Calle Bustamante 2531, for women, the first of its kind, admits in-patients who find there comfortable rooms and careful service, it is principally concerned with operations. The boarding fees are \$ 3·5 or \$ 10 a day per person. For the right of operation \$ 50 is paid. The *Clinical Hospital*, Calle Córdoba 2149, for men, women and children. *San Roque*, Calle General Urquiza 609, do. *De Niños* (for children), Calle Gallo 1330-1340, receives in-patients at \$ 50, 100, 150 and 200 a month. The *Military Hospital*, Calle Pozos 2145. The *Italian Hospital*, Calle Gazcón 450. The *Spanish Hospital*, Calle Belgrano 2975. The *French Hospital*, Calle Rioja 955. The *British Hospital*, Calle Perdriel 74. The *German Hospital*, Calle Pueyrredón 1650. The *Rawson Hospital*, at the corner of Avenida Alcorta and the Calle Veytés, The *Hospital Muñiz*, Calle Uspallata 1550. The *J. A. Fernández Hospital*, Calle Cerviño 250. The *Pirovano Hospital*, Calle Monroe 3551. The *Hospital Cosme Argerich*, Calle Brandzen 555. The *Hospital Teodoro Alvarez*, Calle San Eduardo 2649. The *Hospital J. M. Bosch*, Calle Garay 3232. The *Ophthalmological Hospital*, Calle Arenales 1462. The *Hospital Liniers*, Avenida Chicago (New slaughter-houses). The *National Hospital for Aliens*, Calle Perdriel 702. The *Hospital Las Mercedes*, Veytés 301.

Doctors.—Dr. Louis Güemes, Calle Lavalle 733, general illnesses (it is necessary to obtain an appointment in advance, \$ 15). Consultations every day. Dr. José B. Martínez, Calle Santa Fe 2116, Women's and children's diseases. Consultations every day from 2 to 4 o'clock. Dr. Angel J. Villa, Calle Suipacha 362 (1st. floor), Monday, Wednesday, and Friday from 3 to 5 o'clock. Women's diseases and abdominal surgery. Dr. Jules Méndez, professor in the Faculty, Avenida de la República 70, surgery. Every day from 1 to 3 o'clock. Dr. Henri Bazterrica, professor in the Faculty, Calle Paraguay 930, surgery and women's diseases. Every day from 2 to 4 o'clock. Dr. J. M. Irizar, professor in the Faculty, Calle Rodríguez Peña 30, genito-urinary diseases and syphilis. Every day from 4 to 7 o'clock. Dr. Elie Wal, Calle Corrientes 619. Modern braces, exclusive models for the treatment of rupture, Belts to counteract obesity. Dr. C. Seminario, Calle Esmeralda 875, on the staff of the Hospital San Roque, for skin and venero-syphilitic maladies day from 2 to 5 o'clock. Dr. Jean Charles Lacroze, Calle Bartolomé Mitre 1374, from 4 to 6 o'clock. Women's diseases, consultations Mondays and Thursdays from 3 to 4 o'clock (kidney, bladder, and venero-syphilitic diseases). Dr. Aberastury, Calle Corrientes 933, from 1 to 4 o'clock. Skin and venero-syphilitic troubles. Dr. Benedit, Calle Bartolomé Mitre 1178, from 2 to 4 o'clock. Kidney, bladder and urethral. Dr. Humberto Carelli, Calle Melo 20, X Rays and medical electricity. Dr. Silvio Tatti, Calle Moreno 1786. Dr. Pacifico Diaz, Calle Cerrito 393, from 1 to 3 o'clock. Skin and venereal troubles. Dr. Davison, Calle Corrientes 881, from 1 to 3 o'clock. Maladies of the heart. Dr. Pierre Simeone, Calle Alsina 760. Mc-

dical Electricity. Dr. François Bianchi, Calle Suipacha 547. Specialist of the Italian Hospital; ears, nose and throat. Dr. Louis Agote, Calle Tucumán 855, from 2 to 4 o'clock. Internal trouble and children. Dr. E. Mollard, Calle Tucumán 939, every day from 1 to 5 o'clock, oculist, affections of the sight. Dr. Araoz Alfaro, professor in the Faculty and head of the staff at the hospital for Children, Calle Larrea 1124. Monday, Tuesday, Thursday and Saturday from 2 to 4 o'clock. Dr. J. M. Caballero, Calle Cangallo 861. Women's diseases, diseases of the urinary canals, and abdominal surgery, from 2 to 4 o'clock. Dr. Pierre Lagleize, oculist, professor in the Faculty, Calle Bartolomé Mitre, 1175. Every day, \$ 10. Dr. Ricardo Colón, Calle Cangallo 1028. Dr. J. B. Gorostiaga, Calle Córdoba 1470. Dr. Guillermo Rojo, Calle Tucumán 576 (U. T. 4577, Avenida), Ears nose and throat.

Chemical Analysts.—Kelly and Nava, corner of Calles Santa Fe and Montevideo; Nelson, Calle Carlos Pellegrini 178; Dr. François Lavalle, Calle Rivadavia 727; Malbran and Badia, Calle Florida 222.

Pharmacies.—Gibson, corner of Calles Bartolomé Mitre and San Martín; Murray and Aikens, corner of Calles Florida and Lavalle; Murray, Calle Reconquista 158; Nelson, Calle Carlos Pellegrini 178.

Manieurists and Pedieurists.—A. Corominas, Calle Esmeralda 91 (U. T., 1544, Central); Michel Bianchi, Calle Rivadavia 940; Joseph Galan, pedicurist surgeon, Calle Corrientes 843; Ana Guarino, Calle Suipacha 283; Sara Bono, Calle Carlos Pellegrini 629; E. Iglesias, Calle Florida 868 (U. T., 5873, Avenida).

Dentists.—Dr. Nicacio Etchepareborda, professor in the Faculty of Medicine Calle Tacuarí 341.—Dr. Antoine J. Guardo, head of the practical works at the School of Dentistry of the Faculty of Medicine, Calle Esmeralda 764.—Guillaume A. Isard, Calle Cangallo 787.—Dr. A. Levinson, Avenida de Mayo 890.—Leontine Noel, Calle Bernardo de Irigoyen 1245.—Marie J. Serra, Calle Perú 275.—Webster, Calle Esmeralda 314.—Kimbball and Small, corner of Calles Corrientes and Maipú.—Jean M. Dolesse, Calle Maipú 185 (1st. floor).—A. Fernández Sans, Calle Victoria 913.—Casullo Bros., Avenida de Mayo 1111.—Kutin, North-American, Calle Florida 583.—Dr. A. Palermo, Calle Rivadavia 644.

Masseurs.—Paul Brouty, Calle Santiago del Estero 361; visits clients.—Juan Bullo, Calle San Carlos 3565.—Rosa Faermann, Calle Viamonte 1512, professor of massage, specialist for the complexion, facial baths, electrical massages, special treatment for the stomach.

Institute of Dr. Lacroze, Calle Bartolomé Mitre 1374, medical electricity, treatments for rheumatism, gout, neuralgia, paralysis, skin troubles, impotence, neurasthenia. Application of Rontgen rays, radioscopy and radiography medical gymnastics, baths of all sorts.

Swedish Institute of Medical Gymnastics.—Directed by D. W. Helander, Calle Chacabuco 466.

Sanatoria.—For some time there have been several Sanatoria established in Buenos Aires, very comfortably fitted up, and with everything necessary for the care of invalids. The following are some of the principal Sanatoria: Medico-Surgical Sanatorium, directed by doctors François Llobet, B. Sommer and A. J. Medina, Calle Viamonte 1583; receives patients.—Sanatorium Rivadavia, Calle Rivadavia 6452, directed by its owner, Dr. Celestino S. Arce.—Sanatorium Argentino for mental and nerve diseases, Calle Rivadavia 5120.—Sanatorium Buenos Aires, Calle General Urquiza 836.—De Señoras (Women), directed by doctors Otamendi, Bafico and Miroli, Calle Juncal 1008.—Sanatorium Flores, for nervous and mental diseases, Calle Avellaneda 1862.—Sanatorium Gutiérrez, Calle Rivadavia 5611.—Sanatorium of Drs. Castro, Solé, and Ortega Belgrano, Calle Callao 608.—Sanatorium of Drs. Passeron, Lagos García and Arana, Avenida Al-

year 2050.—Sanatorium of Drs. Revilla, Arce and Peralta Ramos, Calle Tucumán 1665.—Sanatorium La Paz, of Drs. Griegera and Castro, Calle Bulnes 330.—Medico-Surgical Sanatorium of Drs. Amaldi and Varalla, Calle Cangallo 2226.—Sanatorium Palacio Árabe, Calle Suipacha 60.—Policlínical Sanatorium, Calle Solís 1463.—Surgical Sanatorium, of Dr. N. Repetto, Calle Corrientes 1943.—English Sanatorium, Temperley, Calle A. Brown 815 (Temperley).—Sanatorium Caride (In-patients), Avenida Montes de Oca 1051.—Italian Sanatorium, Calle Perú 443 (U. T., 3254, Avenida), branch at Lomas de Zamora; receives in-patients. The invalids can be cared for and operated on by their own doctors; consultations from 9 to 11 o'clock.—International Medical Institute, Calle Rivadavia 1161 (U. T., 130, Libertad), directed by Drs. R. Marin and J. M. Pérez. Skin troubles; special sanatorium for these troubles. Consultations from 9 to 11 o'clock and from 1 to 5 o'clock.—Rivadavia Hospital (Women), Avenida Las Heras and Calle Bustamante, the firs to fits kind, admits in-patients who find comfortable apartments and careful service.—Hospital de Niños (Children), Calle Gallo 1330, has all the latest hygienic improvements; receives in-patients.

Banks.—Argentine National Bank, Plaza de Mayo and Calle Reconquista.—Bank of London and Rio de la Plata, Calle Bartolomé Mitre 399.—Bank of the Province of Buenos Aires, Calle San Martín 133.—German Transatlantic Bank, Calle B. Mitre 401.—British Bank of S. America, Calle B. Mitre 400.—London and Brazilian Bank, Calle B. Mitre 402.—French Bank of Rio de la Plata, Calle Reconquista 157.—Bank of Italy and Rio de la Plata, Calle B. Mitre 434.—Spanish Bank of the Rio de la Plata, Calle Cangallo 402.—Argentine Popular Bank, Calle B. Mitre 370.—German Bank of South America, Calle Reconquista 311.—«El Hogar Argentino» Bank, Avenida de Mayo 886.—Latin Bank of the Plata, Calle Cangallo 417.—New Italian Bank, Calle Reconquista 6.—Italian Popular Bank, Calle B. Mitre 437.—Rio de la Plata Bank, Calle Tacuari 16.—Franco-Argentine Bank of Mortgages, Calle B. Mitre 226.—National Bank of Mortgages, Calle 25 de Mayo 245.—Commercial Bank, Calle San Martín 229.—Anglo-South-American Bank, Calle Reconquista 78.—Bank of Castille and Rio de la Plata, Calle Chacabuco 82.—Bank of Galicia and Buenos Aires, Calle Cangallo 445.—Bank Supervielle and Co., Calle San Martín 150.—Municipal Bank of Loans (Monte de Piedad), Calle Suipacha 675.—Franco-Italian Bank, Calle Cangallo 299.—Swiss Argentine Mortgage Bank, Calle Cangallo 499.—Mercantile Bank of Rio de la Plata, Avenida de Mayo, 646.—Franco-Argentine Bank of Discount, Calle B. Mitre 661.

Streets.—The plan of the town of Buenos Aires, with its streets which cut each other at right angles, has something of the appearance of a chess-board, of which each block, called a «manzana», measures 130 by 130 metres. It is for this reason that it is very easy for a stranger recently arrived to find his way in the streets. The original roads, from a plan placed by the founder of the town, Don Juan de Garay, were 9·52 m. in breadth. Later, in 1822, Rivadavia widened certain among them, as: Callao, Entre Ríos, Corrientes, Córdoba, Santa Fe, Juncal, Independencia and San Juan, which are 25·90 m. in width. Calle Rivadavia divides the town into two parts; to right and to left of this road, the names of the others change. Up to the Calle Callao, that is to say, over a length of 2,800 metres, the Calle Rivadavia is 9·526 metres wide; from the Calle Callao to the Plaza de Flores, over a length of 7·920 metres, the width is 25·90 m.; from there to the end of the town there is still a length of 5,000 metres, which makes a total length of 15 kilometres. The Calle Santa Fe which runs parallel to that of Rivadavia is 12 kilometres long. Certain roads perpendicular to the preceding; that is to say, going from North to South, have the following lengths: Carlos Pellegrini, Bernardo de Irigoyen and Avenida Montes de Oca, 8 kilometres; Callao and Entre Ríos 8·500 km.; Those which go from East to West are: Corrientes, 9 km.; Córdoba, 10·500 km.; Belgrano, 6 k.; Independencia, 8 km.; San Juan, 4·500 km.; Canning, 6 km. The names of the streets are written at the corner of each on little enamelled iron plates, in white letters. The greater part of these names have been taken from episodes of the war of Independence, or have those of great men of the Republic.

The even numbers are found on one side and the odd on the other. Each «manzana» uses the numbers of a fixed hundred. The numbering of the streets leading from North to South begins at the Calle Rivadavia, and that of the streets leading from East to West at the port.

Libraries and Reading Rooms.—*National Library*, Calle Méjico 560, open to the public from 11·30 to 4 o'clock, and from 8 to 10 in the evening.—*Mitre Library*, Calle San Martín 336, open from 2 to 4·30.—*Municipal Popular Library*, Calle Corrientes 1615, open from mid-day to 5 o'clock and from 8 to 10 in the evening (every day except Sundays and holidays).—*Typographic Society's Library*, Calle Solís 707, open from 7 to 8 o'clock in the morning and from 7 to 10 in the evening.—*Library of "La Prensa"*, Avenida de Mayo 567, open from 2 to 7 and from 9 to 12 o'clock.—*Popular Library of Belgrano*, at the corner of the streets Juramento and Cuba, open from 7·30 to 10·30 in the evening. Special section for children under the direction of an instructress.—*National Library of Masters*, Calle Rodríguez Peña 953, open from 8 in the morning to 6 in the evening.—*Vélez Sársfield Public Library*, Calle Rivadavia 7838, open from 8 to 10 in the evening.—*Library of the Women's National Council* Calle Lavalle 1430, under a lady's direction; open from 8 in the morning to 8 in the evening.—*Women's National Library*, Calle Rodríguez Peña 335, open from 8 in the morning to 10 in the evening.

Newspapers.—Their number exceeds 500, counting daily, weekly, monthly reviews, fortnightly, etc.; a hundred of them represent the foreign colony, as *La Patria degli Italiani*, *The Standard*, *Roma*, *Deutsche La Plata Zeitung*, *Le Courier de La Plata*, *El Diario Español*, etc. Among the principal newspapers of the country, one must mention *La Nación*, *La Prensa*, *La Argentina* and *La Mañana*, morning papers; *El Diario*, *La Gaceta de Buenos Aires*, *La Tribuna*, *El Tiempo*, *El Nacional*, *La Tarde* and *La Razón*, evening papers. The greater part of the morning papers also publish extra numbers on the occasion of great patriotic fetes and of the New Year. *La Nación*, *La Prensa*, *La Argentina*, *El Diario*, *La Gaceta de Buenos Aires* and *La Razón* publish daily portraits of celebrated men and photographic reproductions of important political and social events. In general the price of a copy of these newspapers is 8 centavos.

Amongst the illustrated reviews, in the first rank are *La Ilustración Sud Americana*, *Caras y Caretas*, *P. B. T.*, *Fray Mocho*, *Tit Bits* and *Magazine*.

Amongst the numbers of literary and scientific reviews we have: *La Revista de Derecho*, *Historia y Letras*, Calle Victoria 536, founded and directed by Dr. Stanislas S. Zeballos (monthly publication, \$ 2·50 a copy); the *Revista de la Facultad de Derecho*; the *Revista Argentina de Ciencias Políticas*.

Technical Reviews.—*La Ingeniería*, Calle Florida 230; *La Técnica*; *The River Plate Review*; *La Argentina Médica*; *Buenos Aires Handels Zeitung*; *Anales de la Sociedad Rural*, Calle Florida 316; *El Lechero*, a review of the milk industry, \$ 10 a year; *Revista Ferroviaria*; *Railway Gazette Sud Americana*; *La Reforma Comercial*, bank, financial, insurance and commercial review; *El Ferrocarril*, Calle Perú 321; *Anales del Círculo Médico*; *El Mundo Argentino*; *El Campo y el Sport*.

Bibliography.—Among the principal books written on Buenos Aires, we shall mention the following: *Buenos Aires 70 años atrás*, by J. A. Wilde; *Tradiciones de Buenos Aires*, by P. S. Obligado; *General Census of the Town of Buenos Aires*, years 1904 and 1910; *Estudio Topográfico é Histórico demográfica de Buenos Aires*, by Alberto B. Martínez; *Buenos Aires*, by Manuel Bilbao.

Museums and other Places of Interest.—National Museum of Fine-Arts, Argentine Pavilion in the Plaza San Martín, open every day (except Monday) from 10 to 5 o'clock.—National Historical Museum, Calle Defensa, 1600, open Thursday and Sunday from mid-day to 4 o'clock.—Mitre Museum, Calle San Martín 336, open Thursday from 1 to 4 o'clock; the library and the archives are open every day, except holidays, from 1 to 5 o'clock.—General Garmendia's Museum of Arms, Calle Paraguay 1321.—Zoological Garden,

THE FOUNDATION OF BUENOS AIRES



Saturday the 11th, June 1580, General Juan de Garay and 63 soldier colonizers, after having hanged the ordinary Alcaids and the sheriff went to the public square indicated in the plan, and aided in the erection of a gibbet for public justice. In front they planted the royal standard and the Cross, then brandishing their swords, so that no one could take away their rights; they touched the gibbet with them and took possession in the name of the King of Spain, Philip II. An act was addressed by Pedro de Nerez, public secretary of the Cabildo and the Government.

Calle Las Heras and Calle Serrano.—Municipal Botanic Garden, Calle Santa Fe, 3951.—The Agricultural Exhibition which takes place every year towards September, under the patronage of the Argentine Rural Society, deserves the particular attention of the traveller, as much by the quality as by the quantity of the products exhibited. The number of animals which are shown every year is about 4,000, all of the best breeds. The machines, the instruments, as well as all the agricultural products are very remarkable, and on the whole the exhibition can bear comparison with the best in the world.

Various Associations

Argentina Rural Society.—Calle Florida 316. Devoted to the development of the agricultural and pastoral interests of the country. It organises the annual exhibitions and fairs where the best products are found. They have a library of 4,000 volumes and a lecture room for lectures, which holds 300 people. Its installations in the Parque 3 de Febrero are remarkable. Entry forms must be obtained through a member.—*Argentine Photographic Society.*—Calle Victoria 1360. The works of this society of amateurs calls attention as much in the Republic as outside. The traveller would do well to visit the society, where he will find interesting stereoscopic views.—*Argentine Scientific Society.* Calle Cevallos 269. It embraces the intellectual element of the country. It publishes papers whose number of volumes edited up to now are 58; the members make constant visits to the important industrial establishments; its library is well-filled; it has a room for lectures.—*Junta Nacional de Historia y Numismática.* Under the patronage of this meritorious association, various important historical works, completely out of print have been reedited, as *El Lazarillo de Ciegos Caminantes desde Buenos Aires hasta Lima* (1773), by Concolorcorvo; the *Guia de Forasteros del Virreinato de Buenos Ayres*, by Araujo (1803); *Viaje de Ulrich Schmiedel al Rio de la Plata* (1534-1554); *Historia de las Revoluciones de la Provincia del Paraguay*, by Father Pedro Lozano (1721-1735), and 4 volumes of the *Gaceta de Buenos Ayres* (1810-1814).—*Young Men's Christian Association.* Calle Moreno 452. Organises meetings for dissertations on literature, and lectures.—*Italian Society «Unione e Benevolenza».* Calle Cangallo 1368. Has more than 6,500 members who are helped by the society. This society has founded schools. In the building is a theatre and a library.—*Italian National Society.* Calle Alsina 1465. For Mutual Aid.—*The English Literary Society.* Calle Cangallo 560. Gives conferences and musical and social reunions 20 times a year.—*Deutscher Männergesangverein (German Musical Society).* Calle Córdoba 550. Gives 4 concerts annually.—*National Council of Women.* Calle General Lavalle 1430.—*Ateneo Hispano-Americano*, Calle Rivadavia 1391. Gives frequent conferences and has lectures on literary, historic and scientific subjects.

The Arms of the Town of Buenos Aires.—The coat of arms and the escutcheon were given to Buenos Aires on October 20th. 1580, four months after the foundation of the town by Garay. This act was confirmed by the Council of the Indies on the demand of the procurator Beltran Hurtado; but the members of the Cabildo of 1649 did not know of these arms, and on November 5th. of the same year they gave it some others. This coat of arms is the origin of the town's actual one.

The coat of arms of 1659 differed from the existing one in only carrying the anchor and the dove, whereas the other carried in addition the boats, which appeared in that of 1744; this latter is preserved in painting on wood in the National Historical Museum

Police.—The Central Department of Police is situated in the «manzana» included between the streets Moreno, Belgrano, Lorea, and Cevallos. For the police service the capital is divided into 40 different sections with an equal number of police stations, and a certain number of necessary employees at the disposal of these.

The Police and Fire Brigade of the Capital cost the National Treasury

\$ 17,421,358, paper, per annum (£ 1,533,080). The Police Force includea 5,958 men, inspectors, police clerks, sub-officials, corporals and men.

The policing of the town is also effected by a public safety service, unmounted, which contains 69 men, and another of mounted police numbering 680.

The investigation department, which is entrusted with important affairs, is composed of 554 men.

The technical section is composed of 126 men.

The police have also at their service a section of 230 men, composed of chief telegraphist, mechanics, wire-repairers and messengers, to look after telegraphs and telephones.

The police of the Capital are furnished with a whistle, whose calls have the following significance.

- 1.—Urgent call from a policeman *
- 2.—Street call from an officer **
- 3.—Call from sergeant at the police station —
- 4.—Alarm or inspection round — *
- 5.—Help!— **
- 6.—Fire — ***
- 7.—Call from an officer at a police station — —
- 8.—Assembly — — —

The star (*) represents a short whistle and the dash (—) a prolonged one.

The police stations, with their police forces and detachments, are situated at the following points:

Police Stations.—1st., 25 de Mayo 567; 2nd., Bolívar 668; 3rd., Lavalle 861.; 4th., Tacuarí 762; 5th., Lavalle 1725; 6th., Solís 340; 7th., Lavalle 2629; 8thh., Belgrano 2275; 9th., Sarmiento 3673; 10th., General Urquiza 550; 11th., Rio de Janeiro 492; 12th., Rivadavia 5150 (Caballito); 13th., Arenales 1030; 14th., Bolívar 1411; 15th., Las Heras 261; 16th., Lima 1682; 17th., Charcas 2844; 18th., San Juan 1757; 19th., Alvarez 2367; 20th., Cochabamba 2673; 21st., Triunvirato 650; 22nd., corner of Azopardo and Chile 23rd., Rivera Indarte 50; 24th., Pinzón 454; 25th., Chivilcoy 56; 26th., Montes de Oca 839; 27th., Santa Fe 5262; 28th., Vélez Sársfield 170; 29th., Cabildo; 2243; 30th., Presidente 648; 31st., Guanacache 558; 32nd., Vieytes 1567 33rd., Colegiales 3751; 34th., Caseros 2724; 35th., corner of San Julián and Fray Cayetano; 36th., Esquivel 169; 37th., Pareja 3328; 38th., Nuevos Mataderos; 39th., corner of Republiquetas and Cabildo; 40th., Cuzco between Vedia and Binon.

Police force of Palermo (Property of Fernández); Lorea detachment of police, Alsina 1332-1336; Alcaide, 2nd., division, 24 de Noviembre 63; Alcadie, 3rd., division, Sáenz Peña 269; Refuge San Miguel, Río Bamba 562.

Fire Brigade.—Principal station in the Central Department o fthe Police, Calle Belgrano 1555, with detachments at Flores, Calle Coronel Falcón 2255, at the Boca, Almirante Brown, a turning from the Calle Pedro Mendoza. It is composed, counting officers and soldiers, of 1,049 men. This corps has a military organization. The appliances which are used are of the most modern make. The number of fires extinguished during one year can be estimated at about 190 on an average.

The technical furnishing and its service are excellent. A visit to the barracks of the fire-men offers a certain amount of interest. In 1912, the number of fires was 232 and the losses were valued at 10,689,345 francs.

Legations and Consulates.

America.

Bolivia, Charcas 692, consulate, Charcas 2051.—Chili, Charcas 512, consulate, Avenida de Mayo 1297.—Cuba, Tucumán 1700.—Brasil, Juncal 1635, consulate, Florida 183.—United States, Charcas 634, consulate, Suipacha 612.—Guatemala, Avenida Quintana 83.—Uruguay, Rivadavia 4314,

consulate, Moreno 411.—Mexico, Sucre 2051, consulate, Corrientes 1068.—Paraguay, Paraguay 1237.—Peru, Pueyrredón 1293, consulate, Perú 175.—Columbia, consulate, Florida 32.—Costa Rica, consulate, Florida 222.—Ecuador, consulate, Corrientes 758.—San Salvador, consulate, Rivadavia 1086.—Panamá, consulate, Uruguay 1226.

Europe.

Germany, Uruguay 871, consulate, Balcarce 270.—Austria-Hungary, Esmeralda 1358, consulate, Paraguay 1049.—Belgium, Sante Fe 2351, consulate, do.—Denmark, Arroyo 1061, consulate, Reconquista 367.—Spain, Chacabuco 869, consulate, do.—France, Avenida Quintana 325, consulate, Solis 147.—England, Maipú 1220, consulate, Reconquista 334.—Italy, Avenida Quintana 174, consulate, Defensa 379.—Norway, Reconquista 250, consulate, do.—Low-Countries, Corrientes 1768, consulate, Bartolomé Mitre 441.—Portugal, Majestic Hotel, consulate, Bartolomé Mitre 1265.—Russia, Tacuari 605, consulate, do.—Holy See, Río Bamba 1227.—Sweden, General Guido 140, consulate, do.—Switzerland, Güemes 4059, consulate, do.—Turkey, consulate, Río Bamba 1157.

Asia.

Japan, Santiago del Estero 1162, consulate, do.

History of Buenos Aires.

(Capital of the Argentine Republic.)

The town of Buenos Aires was founded in 1535 by Pedro de Mendoza, but it was destroyed and depopulated twice. The date when it was definitely founded was 1580 (June 11th.) by Jean de Garay.

Garay's new town was composed principally of country houses, and there were a surprising number of horses, for they had multiplied during the 39 years the town was abandoned.

Garay thought that the future of Buenos Aires was assured, and his principal commerce would be horses. Confident about this place he left to visit his other foundations in Paraguay and Santa Fe. But he was surprised in an ambuscade by Indians and perished with all his followers. With him died one of the men most competent to place on a firm base the conquests which had been made.

In the early times of its foundation, Buenos Aires was attacked by sea-pirates. But their attacks were repulsed notably those of Thomas Cavendish, and later also those of the Dutch established in Brazil who tried to reduce the colonist founders to a state of subjection.

In 1650 the houses of Buenos Aires were not more than 400 in number. Some were covered with tiles, and others with straw. But they had such long tie-beams and they were so low that the beams projected into the middle of the road at a height of less than 4 metres and made traffic difficult. It was at this time that the Cabildo decided to order the inhabitants to keep their houses within a certain boundary line, at the same time they commanded the vehicles to clear out of the streets and to behind the convent of Santo Domingo, where they then sold provisions.

These 400 houses belonged, according to a census of the time, to 211 owners; but counting the servants of the owners, travellers and other inhabitants who had not the rights of the city, the population of the town rose in 1664 to about 4,000 inhabitants.

Here is a brief description of the impression gained by a tourist, Azeárate of Biscay, of the town of Buenos Aires at this time.

'The climate is temperate, very much like that of Andalusia, but not as hot; the rain is more frequent in winter than summer. The town is situated on high ground on the borders of the Río de la Plata, in an angle of territory formed by a little river, the Riachuelo, which flows into the Río de la Plata

within a quarter of a league of the town. It is not surrounded by ramparts nor fortified. It has only a little fort surrounded by a moat and here the governor resides with a garrison of 150 men, divided into three companies each commanded by a captain; but these, nominated by the governor, change with so great a rapidity, that there is hardly a rich citizen who has not been captain.

There is also a little fort at the mouth of the Riachuelo to protect embankments and disembarkments.

The houses consist of a ground-floor and are covered with straw and reeds and made of mud. The rooms are very large, with great courts, and behind the big houses there are fruit or vegetable gardens, for the soil is very fertile. The inhabitants live very comfortably, and have an abundance of everything, with the exception of wine, which is dear. But one can have partridges for a penny each.

All those who are at all well off are served by negroes and Indians, who are all slaves. They are employed either in the houses of their masters, or on their land.

The principal riches consist of cattle which multiply marvellously, and whose hides sell well. It was thus, that on our arrival, we saw 22 Dutch boats with a cargo of 13 or 14 million bull hides, each of a value of £ 33,000; these hides which cost them on an average five shillings are sold in Europe at 25 shillings and more.

The «estancieros» (agrarian proprietors) are very rich, but those who are best off, are the men who sell merchandise to the Europeans. Many of these have fortunes of more than £ 60,000. One can estimate that the number of persons who are allowed to carry arms (the slaves are not of that number) amounts with the garrison to 600 men, who assemble on horse-back three times a year before the people on fete days.

Among the militia, there are many married men, who do not like fighting, but are for the most part addicted to pleasure. It is quite true to say that the women of Buenos Aires are generally very beautiful, with good figures, and have a good complexion. But they are jealous, ready to murder faithless husbands by poison or the dagger.

The women are more numerous than the men.

The bishop's diocese comprises Buenos Aires and Santa Fe. Eight or ten priests officiate in the Cathedral, also built of mud. The Inquisition is in force. There are members of all religious orders. There is also an almshouse for the poor people, but the country is so rich that this is little used, for poverty hardly exists.

From the middle of the 17th. century, the buildings of the town began to be altered. They began to use the limestone from Córdoba and also burnt bricks, as at present. The first brick-kiln used in Buenos Aires made bricks for the construction of the cathedral; but either they were of a poor quality, or the builders had need of experience, for the edifice fell and they were obliged to recommence it.

In 1730, according to a letter of the Jesuit Cattaneo, Buenos Aires had become a town of 16,000 inhabitants, among whom 4 or 5 thousand were Spanish. The rest of the population was composed of slaves from Africa.

The houses, built on the ground, were formed of four walls, they had only one window, sometimes none, getting the daylight from the door. But at this time the art of making burnt bricks was already introduced, and, in 1730, there were about 70 furnaces.

The real originator of bricks was one Fernando Alvarez Toxero who, in 1608, obtained from the Cabildo the necessary authorisation for this kind of industry.

In 1778, there arrived from Spain, as governor of the colony, Jean Joseph of Vértiz, who had already governed the colony before.

It is to him that we owe the foundation of the college San Carlos and the house for waifs. He began the lighting of the town, established the first printing-office, and metalled the roads. The traffic increased considerably and there was much commerce with the interior. The very heavy vehicles which passed between Buenos Aires and the interior, very often stuck in the mud oft he streets and remained there in this position for whole days. It had become necessary to remedy this state of things; so much the

more as the town was in a state of disorder which left much to be desired. In spite of the opposition of the Cabildo, who considered this state of things as good for the public health, although epidemics had been very numerous at this time owing to the unhygienic condition of the town, Vértiz had his way and began the cleansing of the town and paved the central roads.

The town thus was rejuvenated and beautified during the reign of this viceroy.

In 1806, the Marquis of Sobremonte governed it, and his nomination was more due to court intrigue than to any personal merits. At this epoch the town possessed a very badly lighted theatre where the artistes of the country for the most part played Spanish pieces, but there were no great actors. They also had a bull ring, first in the Plaza Belgrano, then at the Retiro.

When the English fleet which came to attack the town was seen, the governor was at the theatre with his family; he could find nothing better to do than to fly to Córdoba where his friends were, for he had been governor of that province.

On June 26th., 1806, the English fleet anchored near Quilmes, and, after overcoming a faint resistance, entered the fortress of Buenos Aires almost without striking a blow.

But Pueyrredón and Liniers, one at Montevideo and the other at San Isidro, organised a resistance, Pueyrredón was beaten at Perdriel, because he had not finished his preparations. Liniers disembarked at San Fernando and joined Pueyrredón's expedition.

On August 12th., after heroic efforts, Liniers and Pueyrredón assisted by a well drilled crowd of the inhabitants were able to recapture the fortress from the English.

But the following year, the English returned with a force of 11,000. The town had not more than 8,500 men and 100 cannons to send against them. In spite of all their efforts the English were again beaten and their general was made prisoner.

The English newspapers thus explained the defeat: «It is more than evident that a populace such as that of Buenos Aires, animated by its first successes and by its national hatred, has been able to resist a surprise attack. Each house was a fortress and each street a barricade. A people of this sort must be invincible. It is quite different to attack a man in his own house and try and assault a fortress. When there is valour among men, it is in such cases that it should be shown».

The invaders having been vanquished, they were obliged to come to terms, and to promise to give up the Río de la Plata and to give up the town of Montevideo which they had taken.

On account of these feats, Buenos Aires received from the Spanish king the title of Excellency, the members of the Cabildo that of Señoría, and Liniers was named interim Vice-Roy.

The municipal council which had so distinguished itself in the defence, crowned the triumph by various liberal philanthropic acts, among others the liberation of some of the slaves.

The revolution of May 25th., 1810, is the culminating event in the commencement of the XIX century for Argentina.

The various victories achieved by the patriots in the course of the revolution were celebrated in the Capital by public rejoicings. Then came later Jean Manuel Rozas, of whom history cannot speak except to condemn.

The general history of the Argentine Republic tells at length that of the tyrant and his fall.

From that time by means of a Liberal constitution, the country has developed and Buenos Aires above all has been at the head of the progress.

At the fall of Rozas, in 1852, Buenos Aires had 76,000 inhabitants, and a few years later, in 1864 had already 140,000; it followed up the increase with 404,000 in 1887, and 800,000, in 1900. At present (January 1st., 1913), the town has 1,428,042 inhabitants, and has taken its place among the great cities of the world.

Domestic Architecture.

Its successive forms in Buenos Aires from the beginning to the present time, by Dominique Faustino Sarmiento.

It is a long history that we have to recount. We will neither invent nor suppress anything. Each page of this history marks a progress, an epoch, a change of inhabitants, of occupations, of industries.

Prologue: It is about 6 or 10 thousand years since the first human habitation was constructed in Buenos Aires, architecture truly of rather a rustic order, for the Doric and Ionic orders had not then been introduced into the country. This primitive architecture still exists, not in the suburbs of Buenos Aires, but at San Fernando, where the curious can study the transformation of the tent of aforesight into an isolated hut, square, two metres high, with a thatched roof of straw and «quincho» (quichúa is the technical word for a wall), transformed in its turn into a house a little higher, with a small corridor, made of mud, which gave place to the house with French tiled roof, because the house has not a flat roof.

This architecture has descended from the Indians, and is already an improvement on the movable tent of the first inhabitants. After the conquest the Indians planted their tents around the towns, and they then took the form of huts, where a whole family ate lived, and slept.

The Romans were not much more advanced as to domestic comfort; their bedrooms, without other apartments, had, as one can see from the ruins, scarcely the necessary space in which to place a bed.

They lived in the road, on the Forum, in the public baths, in the comitia in the theatre, in the circus, in the encampments. The slaves worked in order that these red, warlike and political ants might enjoy family life and meet one another out of doors.

Birds and insects a few mammals and even fish, build habitations to live in, which shows a rudiment of intelligence and also a primitive idea of art. By the diversity of forms, one can see that each kind invented his own special architecture.

Our maker of burnt bricks, our sympathetic companion and co-patriot made more progress than the Indians ancestor, he also found a screen to oppose to the direct currents of air and rain, if the wind blew in the direction of the entrance to the house.

But the animals have remained in the first stages that they reached or have kept the traditions of the family, while that which distinguishes the man from the animal is his power to modify the architectural forms.

And, nevertheless, this is not so true as it seems. In an English town the swallows have introduced improvements in their building, and do not know of those which have been introduced in other places or other countries, while in the country surrounding this town, one still finds old nests of the ancient and traditional order. It is about a century ago that a talented swallow, as they are all travellers, saw in a country that it was traversing something which called its attention and which it put into practice on returning to its own home and which the others imitated.

By way of compensation, the Arabs, who are an historical people who have made war on all the ancient continents, ruined empires, transplanted civilisations, and founded religions, preserved the tent of Abraham, of Jacob and of Ishmael, their ancestors, and who have six thousand years of history if they are those who invaded Egypt, and have not altered even the height, or the shape of the patriarchal tent. Man also has an instinct to construct a tent, and even a hut for himself, just as the «hornero» makes his oven, which is a more decent, more hygienic, and more sheltered dwelling. The before the most civilized of the Argentinians before the conquest were but ants.

When man became civilised, after years and years of strife and war with other tribes, who travelled or who left their country or who dominated, plundered and pillaged him, it was natural, that the form of the houses should have changed, and that the number of rooms should have increased and that

there should have been a certain appearance which indicates whence the builders come. The Ionic order was introduced in Greece from Asia Minor, whence our domestic architecture was also brought.

Buenos Aires was founded by the Spanish, destroyed by the Indians and was rebuilt at once.

The first hamlet was burnt by the Indians. It was of straw and tumbled down by itself.

This was the model of the straw huts. The cathedral of to-day had its origin in a thatched roof.

What form had the first houses? Of what material were they built? The reply seems easy, however one must think well before saying anything with certainty.

The first houses were of mud (a sort of mortar mixed with straw) and of burnt bricks, with a frame-work in gables covered with red tiles.

Here and there these old houses still exist, but they are very few in number. From the place occupied by the house of the Azeuénagas, which forms a cross, one sees that this must be very ancient and was once of great splendour in its time, belonging to some magnate of the conquest.

A rare thing, a house with a gable is older than that with the flat roof, which shows that the population was Biscayan at the beginning and that the Andalusian element only predominated later.

The houses of Chili are generally of mud bricks and tiles and in the country of Córdoba, one meets similar ones.

The people used to cover them with branches of red willow which furnished support in a triangular form to bear the weight of the roof. Later the commerce with Paraguay gave them trunks of red palm-tree which went across the rooms, of 6 varas length (a vara is equal to 0'866 m.)

For flat roofs, one must make a hard mortar of argamasa (a mixture of earth and sand with water); from that and from the baking of tiles the idea of burning bricks must have come, while the use of the tile was abandoned; the tile manufacturers had to become brick manufacturers, because the fact that private houses were mostly built of raw bricks in Peru and Chili until 1840, although there were rich people there, and abundant rains fell, shows that building was done at the commencement with raw bricks and tiles.

We do not despise the adobe huts which had noble ancestors and have been transmitted to us from the ancient peoples by two different ways: the palace of Semiramis at Babylon, and the surroundings of the famous temple of Karnac in Egypt, are of raw bricks. The tumuli and other primitive constructions of the Indians of Lima who mummify their corpses in a sitting position are also of raw bricks.

The use of adobe came to us from the east through the Arabs, and from the west through the Peruvian Indians. The North Americans knew of it in California, and, far from despising it, like practical men, they have applied it with success to rural architecture in the other States.

THE FLAT ROOF

There were not any other towns in America besides Buenos Aires and Montevideo with flat roofs.

Lima has no need of roofs because rain never falls in this town. It is enough to cover the timber-work with earth alone in order to prevent the air from entering. In Spain there are only Cádiz, Málaga, and a few other towns which build houses with flat roofs.

These are the ancient Arab towns, and it was this race which brought the art of building from the East. «What I say to you now», said Jesus to his Apostles, «call upon the roofs of the houses». The inhabitants in hot climates passed the evening together on the roof to take the air, pick their neighbours to pieces, to learn the news of the day, that is to talk scandal, from which has come the *gazette*, and its reporters in the parlour of religious convents.

Thus it was at any rate in Lima, Chili and other places, until a time not long ago. This work is now done by the Press.

When I arrived at Montevideo in 1845, this patriarchal assembly on the roof still existed. Señoritas reading novels or gossiping on that which was

passing in the street, without disturbing themselves if a cannon ball from the besiegers troubled the peace of the besieged town; and we think that the gossips of Buenos Aires must have known much of the many things which they told and which passed from roof to roof, as to-day from newspaper to newspaper, about the balls and other trifling matters of the time of Rozas.

XIX CENTURY

In 1795 there were three chimneys in Buenos Aires. The English conquest of 1806-1807 introduced several, for until then the brasero (oriental also) gave out the little heat required.

At the beginning of this century we may say that domestic architecture took conventional forms. The house was of a single floor with a flat roof or anti-wall and windows giving on the street which gave light to the principal rooms, for it was there that one received and the beauties showed themselves to the passers-by. It is a trace of Spanish architecture which still exists to-day.

The house has generally three courts; the first is the biggest, and the most luxurious according to the wealth of the owners. Lemon trees and jasmin which adorn our ancient courts are a remnant of the tradition, either Spanish or Arabic or Italian, which is shown in the house of Diomedes at Pompeii and is still to be seen in Seville.

We have not so clever as we think, in the construction of houses, as we wish them to be. People do not wish to do anything but that which their forefathers did, until other people come to change the traditions.

Towards the end of the 18th. century, that is to say the century of Louis XV, a house appeared, that of the vice-roy, with castellated roofs and arabesques crowning it in place of the parapet; an imitation of this can be found at the corner of Florida and of Rivadavia, but it did not find many imitators.

Was it at this time that houses of more than one floor appeared?

This grave question leaves me perplexed and I appeal to others more learned than myself. There is however in the Calle Cangallo to-day, numbers 428 and 430, a house with a double roof, above the doors of which are two little rooms with a little window a vara above the lintel of the street door which is supposed to be a house of only one floor. In Calle Sarmiento number 428 there are two houses which without tiles on their roofs tower up boldly and are really houses with more than one story. What grand people their inhabitants must have been! In various parts of the town one sees some of these first attempts to rise above the soil.

Rivadavia had the grille of the front windows kept in a line doing away with the base of the Tuscan columns of the doors from the roads.

Opposite the confectionery of the Aquila, one can find the first edifice of several floors with architectural pretensions, the admiration of the time of 1830. It is a beautiful building which has its copy at the corner of Piedad and of Esmeralda; at this time the architectural movement was stopped because there came (1):

ROZAS

Was there an architecture of the time of Rozas? During his long government the domestic architecture took determined styles, crystallised and stopped short. The whole cuadra of the Casa de Gobierno and Palermo repeated the same style of building, with flat roofs (azotea) and iron grille to crown it in place of a balustrade. All the town insensibly followed the order of the day: doors of a red colour, flat roofs and grilles. They no longer built houses of more than one floor and they did not vary the style of architecture.

There were no architects but they had masons. It seemed as if they had decided on this form of the house. Without the extravagance of the primitive thatch, or the hollow form of the nest of the *hornero* (2), the houses

(1) All these buildings have been replaced by modern ones.

(2) The (*hornero*) is a bird of S. America which builds with mud a nest in the form of an oven.

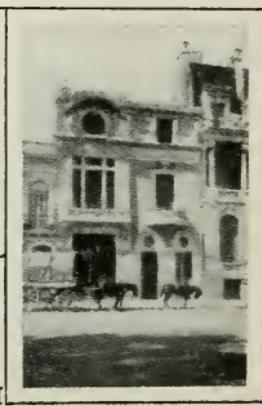
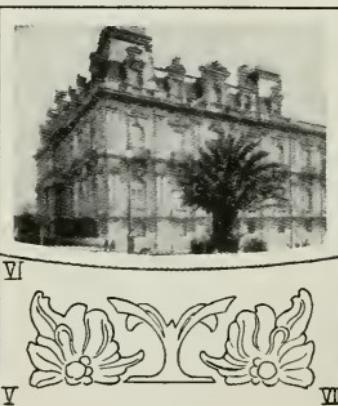
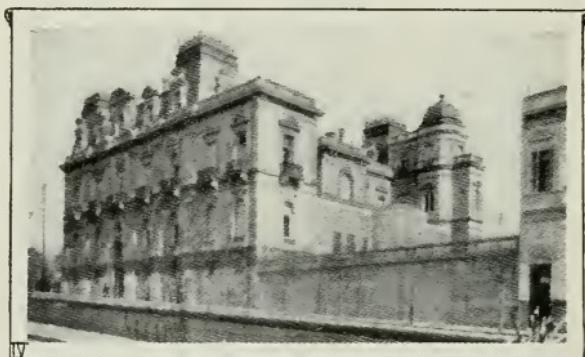
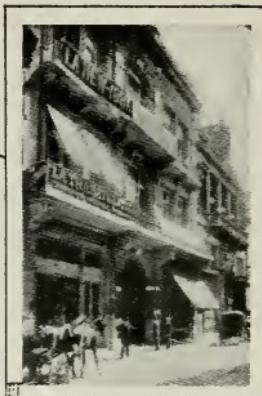
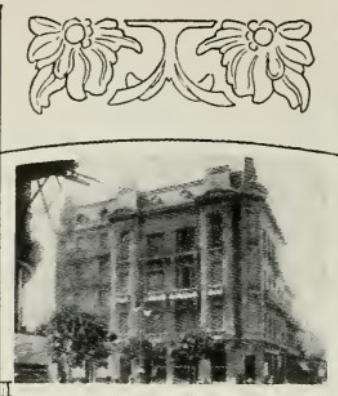
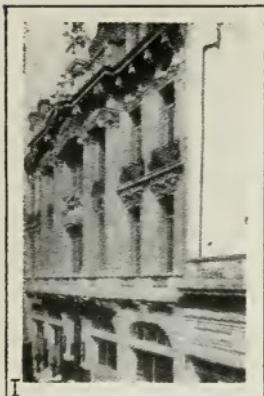


PRIZE AWARDED BY THE MUNICIPALITY
TO THE BEST FRONTAGE, COMPETITION OF THE YEAR 1903



I. Architect A. Christophersen.—II. Architect Luis A. Broggi.—III. Architects Emilio Mitre and Gustave Duparc.—IV. Architect A. Alfred Mas- suá.—V. Prize Frontage: Calle Lima 1642-48, Architect Edward Le Monnier.—VI. Architect A. Christophersen.—VII. Architect A. Christophersen.—VIII. Architect Luis A. Broggi.

PRIZE ACCORDED BY THE MUNICIPALITY
FOR THE BEST FRONTAGE, COMPETITION 1904.

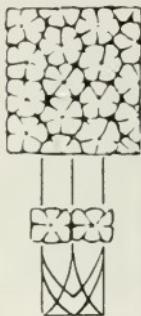


I. Architect August Plou.—II. Architect-Engineer Marcelino Carranza.—
III. Architect Charles Nordmann.—IV. Architect Julio Dormal.—V. Architect Luis Olivari.—VI. Prize Frontage: Calle Arenales 733. Architect Julio Dormal.—VII. Architect Edward Le Monnier.

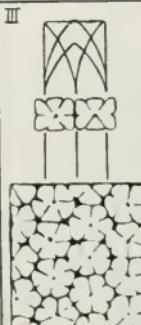
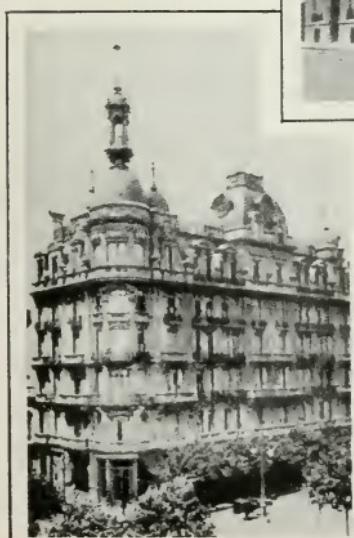
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FOR THE BEST FRONTAGE, COMPETITION 1906.



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II



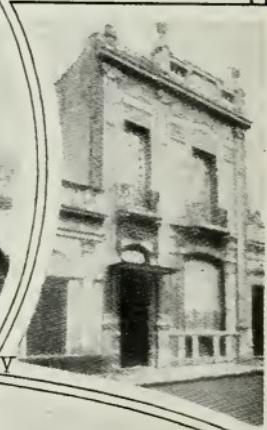
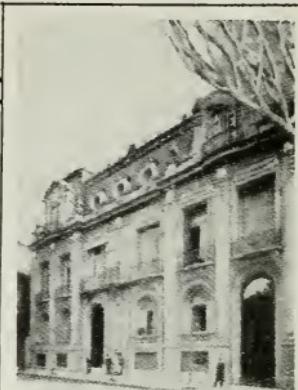
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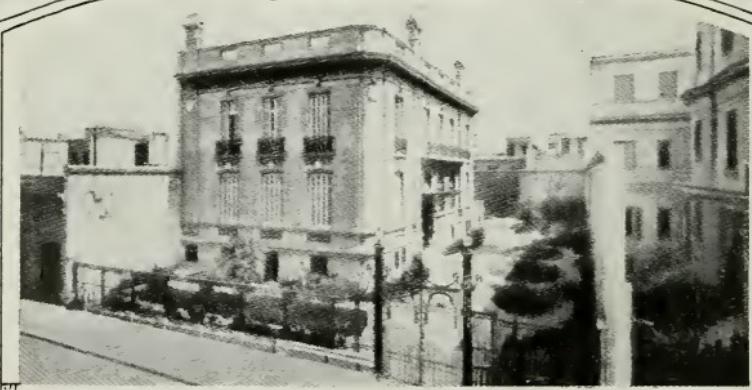
V

I. Calle Maipu 523, Architect Louis Dubois.—II. Avenida de Mayo 901,
Architect C. Schindler.—III. Calle Libertad 1394, Prize Frontage: Architect
Edward Le Donnier.—IV. Calle Cangallo 1802, Architect Luis Dubois.—
V. Avenida de Mayo 1199, Architect G. Agostini.

PRIZE ACCORDED BY THE MUNICIPALITY
FOR THE BEST FRONTAGE, COMPETITION OF 1907.



III



IV

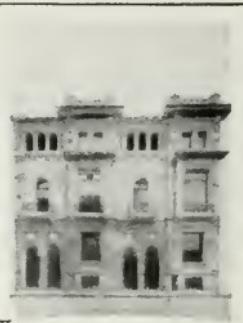
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I. Calle Rodriguez Peña 1740/48, Architect Luis Dubois.—II. Calle Rodriguez Peña, 1874, Architect-Engineer Arthur Prins.—III. Corners of Charcas and Parana. Architect-Engineer Arthur Prins.—IV. Calle Cuyo 1334, Architect-Engineers Lanús and Hary.—V. Calle Juncal 1662, Architects Prins and Ranzenhofer.—VI. Prize Frontage: Calle Montevideo 1576, Architect-Engineers Lanús and Ary.

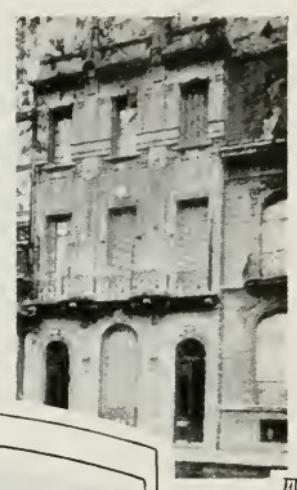
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FOR THE BEST FRONTAGE, COMPETITION OF 1908.



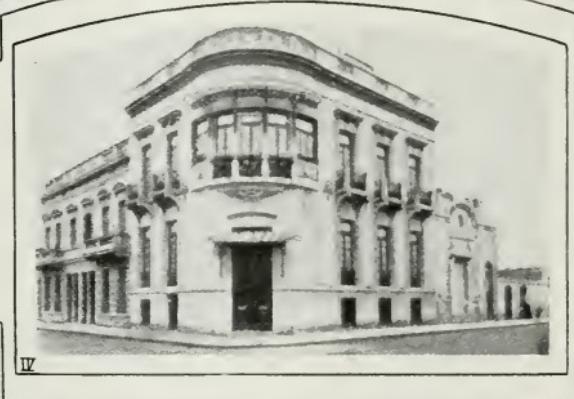
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VI



VI

I. Corner of Calles Viamonte and Montevideo, Architect-Engineer Arthur Prins.—II. Calle Esmeralda 1058/70, Prize Frontage: Architect Luis A. Broggi.—III. Calle Paraguay 1166/40, Architect-Engineer Arthur Prins.—IV. Calle Arenales 1901, Architect Alfredo Olivari.—V. Calle Callao 920, Frontage awarded extraordinary prize: Architect Pietro Julio Zaeschke.—VI. Corner of Calles Callao 376-91, and Corrientes 1802, Architect August Plou.



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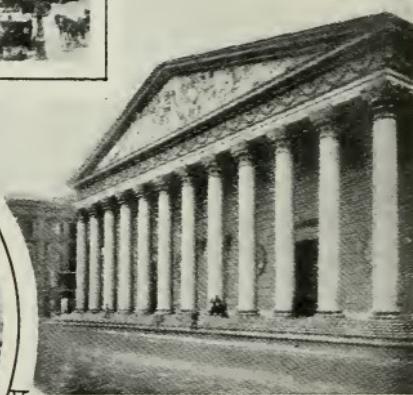
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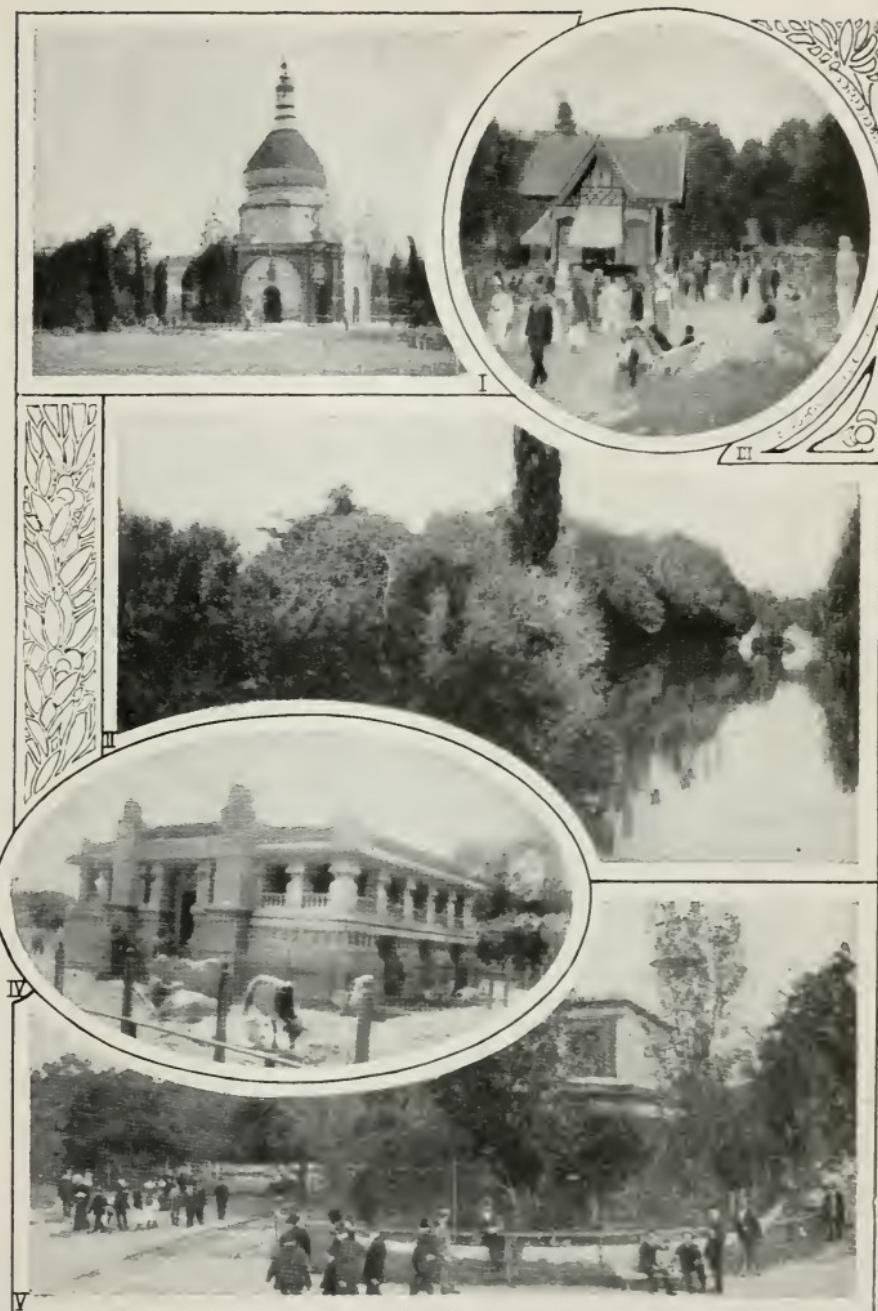


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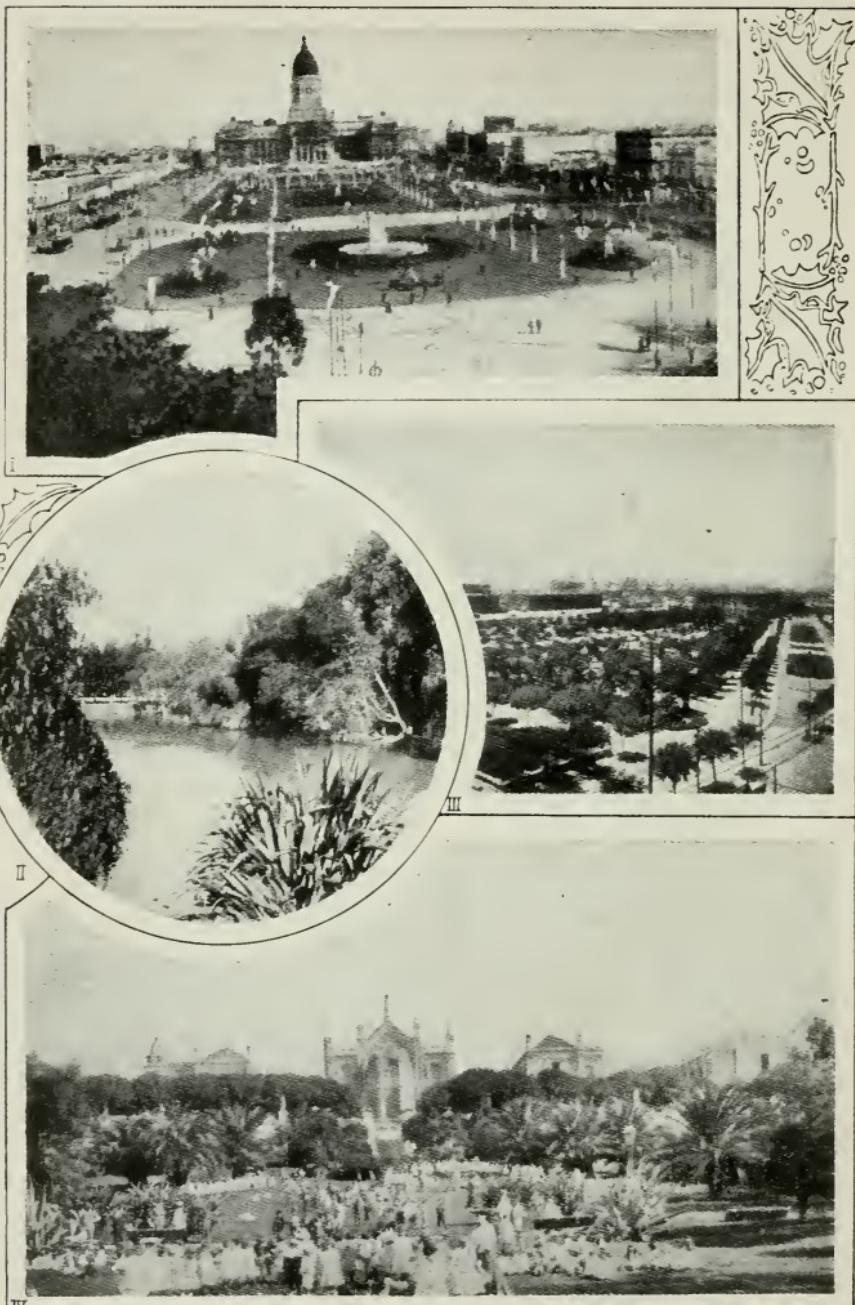
I. Government House North-East Frontage, Plaza de Mayo.—II. View of the Hotel de Ville, Avenida de Mayo.—III. View of the Bank of the Argentine Nation, Plaza de Mayo.—IV. Avenida de Mayo.—V. View of the Cathedral, Plaza de Mayo.

ZOOLOGICAL GARDENS IN BUENOS AIRES



I. Parrot Cage.—II. Island for the nests of water fowl.—III. Station of the small railway, llamas and saddled camels.—IV. Pavillion of the Zebras.—V. Cage of American monkeys.

SQUARES AND WALKS OF BUENOS AIRES



I. Congress Square.—II. Park «3 de Febrero».—III. Colon Walk.—
IV. Recoleta Walk.

of Buenos Aires were the same for poor and rich, with their fronts facing the street.

This tyranny produced another effect. No more houses were built. In 1827, 157 were built, and thus the town renewed little by little the old buildings until 1840, the year of the Terror, when only 32 were constructed. The house is built in man's mind for his repose and for the new family, as is the nest of the birds; and when existence is menaced, men cease to construct living places.

I have shown before the relation which exists between the number of houses of the time of Rozas and the political severities and his persecutions.

In 10 years very few houses were built. In 1848, a palace was being built that aroused the attention of the curious. General Pacheco, abandoned the architectural model with only a ground floor, and built a beautiful edifice of two stories. Any one with foresight would have deduced from that the fall of the tyrant. Something was stirring in the minds of men because they were able to break away from the uniform rule of the supreme edile.

The revolution followed. The façades were whitened, and they began to paint the doors and windows green, but the old form continued. In 1853, 500 new houses were built. The number augmented annually according to the people's confidence in the future, and as wealth increased.

A few houses with more than one floor rose here and there. Old Halbac built one with three stories, but no one imitated it. Who would wish to mount so high?

EPOCH OF MITRE

The immigration.

We cannot talk of the Renaissance, the time of Louis XIV or Louis XV, when we wish to indicate the change in the exterior styles of the houses. In Europe, the Renaissance, for example, made fashionable the Grecian and Roman orders of architecture to replace the Gothic form.

Here, there were different causes which brought about the revolution. Immigration began and increased year by year. The immigrant did not at once build his house to live in he brought with him other styles, other ideas of building, and, further, professional knowledge. The architect began to replace the mason; labour abounded, prosperity grew and the masons who were generally Italians, introduced medallions, mouldings, friezes and arabesques.

In place of the iron grille, consecrated by use, they put balustrades of plaster and Roman clay between the parapets, in groups or alternately.

The town grew visibly, the erection of scaffolding for the houses in construction, spoiled the view the whole length of the streets, as at Buffalo, Chicago and other North-American towns; houses of two stories abounded and took each day more space in the cuadra. Decidedly the house with a flat roof lost its popularity and began to be considered unworthy of a free people. We have begun to cease to be *horneros* by showing for the first time the human faculty of varying the forms of habitation, for as we have already seen, the tent, the hut, the house with a flat roof are plastic forms of the savage, of Arabs, neither more nor less than the nest is the invariable nest of the *hornero*; foreign immigration alone, the architect of other countries, the Italian mason were able to overthrow the oriental tradition that Rozas appeared to have definitely fixed.

EPOCH SARMIENTO

Rural Architecture.

The architecture of the town grew affecting the most developed and varied forms, but until lately the environs of Buenos Aires have not had an aesthetic appearance because there are no leafy trees, nor usable roads.

The tramway made its first appearance in 1869 and overcame the mud and long distances. The country house then appeared; gardens were organised and multiplied, owing to and the stimulus of expansion of comfort

and of country holidays, architectural talent was put forth to construct villas, «quintas», country houses, chalets, castles which one day would be shaded by fir trees, planes, eucalyptus, and every kind of tree and exotic ornamental bush; andas the architects and the artists were French, English, Italian, German, the suburbs of Buenos Aires shrow with an infinite variety of taste and style, more than any other country has, because each has its special style. It has so happened, that left to their own devices, some designers have constructed edifices which are not known elsewhere and which by this lucky accident beautify the country.

Thanks to this, the suburbs of Buenos Aires to-day present a gay aspect. Instead of the degradation of the sumptuous town house into a poor hut which itself changes into a cottage with a thatched roof such as is found in the surrounding country of all the American towns except Montevideo and Rio de Janeiro the north side of the town, leaving on one side Belgrano and its cupola, crossing the park between the tall chimneys of factories of limestone, of beer, of bricks, of running waters, is a panorama which reveals to the wondering traveller country houses and villas of wealthy people, already shaded by great trees and surrounded by flower-beds and gardens.

Even more aristocratic is the entrance to the town by San José de Flores by a macadamised road with tram rails and shaded by majestic exotic trees and palms and two rows of gardens, of villas and of palaces.

The great Calle Barracas, wide and long, is paved with granite. This street is destined to be the boulevard which will be in the heart of Buenos Aires when the Riachuelo becomes the principal port.

In the town itself at the same time a veritable revolution took place Half the town was constructed in the three years which preceded the crisis, and the excess of building was larely responsible for the crisis. Only Chicago grew in equal haste.

Lightheartedners, and the idea that this progress would not have any end, and that the immigrants would veach the number of 70,000 a year, and would continue increasing in number, led to the building of the hotels, the sumptuous houses, the great shops, the depots, the theatres, the opera houses, the coliseums, to welcome and receive the people who were coming to us. Then the architecture of three stories appeared, until we were no longer in America but in Europe, and it was not the crisis which stopped this, but a municipal order which forbade the building of walls any higher than the width of the road. The town thus resembled the peacock, who was told to to look at its feet so as to humiliate it. What streets! The Hottentots did not know of any uglier.

At this epoch the curb-roof appeared in the streets of Maipú and Lavalle. But they were not imitated, they were before their time.

EPOCH AVELLANEDA

When the gossips of the year 2,000 talk from balcony to balcony at the four corners of each road they will be unaware of the fact that this was done during the administration of one called Avellaneda, who introduced this form, typical of the future province of Buenos Aires.

Rivadavia had the corners of the roads cut in order to facilitate the passing of the vehicles which had to turn in the narrow roads.

And, in this liberal country, governed by laws, it has taken 52 years to get the order obeyed; in 1879 there were already more than 40 corners cut. The embellishment of the corners by means of a bow-window will soon make everyone obey the order.

Besides that, the domestic architecture which accompanied the jutting-out balcony is the efflorescence of domestic architecture.

What city in Europe has in its private houses decorations of an equal beauty and luxury!

How many Corinthian, Doric and Ionic columns; how many friezes, medallions, balustrades, mouldings of all tastes!

«Ce ne sont que festons, ce ne sont qu'astragales.»

Only a certain street of Genoa presents such palaces in a short distance. I will mention the houses in front of San Juan that of number 538 at the

corner of Victoria, that of 301 Calle Cangallo. These leave those which were built before far behind, how beautiful, ornate, and bright they are! It the zenith of domestic architecture, it can rise no further.

Another ambition will introduce other alterations in the composition of the houses, which will sometimes consist of two or three floors, with a flat roof and Roman courts above.

The Señoritas no longer spend the evening by the ornamental grilles of the window. The shop has replaced the saloon; the glass window of the drapers of the jewellers has succeeded the grille, the Spanish window.

The first floor or the ground floor is used for business in the streets of Florida and Victoria and in all the parts of the town where there is any probability of finding buyers. The necessities of display, the luxury and the comfort lavished on the bazaar which is the modern forum, demand space; the ancienho use, which had a façade of at the most six varas was done away with, enlarged, entirely changed, even at the cost of supporting with iron columns the ceilings of the higher floors, in order to do away with the walls which upheld them. The first "patio" (court) is used partially, if not wholly, as a shop, and serves to draw the attention of the passers-by to the depths of the saloon which contains the marvels of human industry. If one were to-day to draw up an iconographic plan of the houses on either side of the Calle Florida one could hardly discern the primitive plan of the edifices to-day devoted to retail business, and the sale of luxurious and elegant articles.

In the new buildings, the patios, or at least the first one, disappeared, or were narrowed or concealed, like atrophied organs which have ceased to be useful for whole generations.

One day the patio will disappear completely, vanquished by double buildings or swallowed up by the frame-work of attics which will cover the whole building. Buenos Aires will then be transformed from the Roman Arabic, and Spanish town that it was, into a Grecian city as regards external appearance and into a French and commercial one as regards the interior, and the aspect of the boulevards of 12 varas in width.

Families will abandon the surroundings of the cathedral, the convents, the Cabildo and the place of arms, which formed, as in the whole of America, the centre where the conquerors established themselves. The quarters of San Miguel, Cathedral, Sur and Norte, are occupied by banks, offices the exchange, fancy and drapery shops. The vehicles, the tramways, and the dray-carts which pass make traffic impossible leaving neither domestic repose nor silence, for the air is charged with miasma, noises, tumult, with shrill sounds, and sometimes blasphemies.

London, Liverpool, New York have abandoned the old part of the town to business, to oil, to cod-fish, to sugars, to molasses; and their neighbourhood to bronzes, to fashions, to shop window displays, to hotels, to restaurants and to cafés. Families who desire quiet have moved into the new quarters, airy and silent, into large and shady streets. Buenos Aires will one day demand from Callao and the streets which Rivadavia laid out, the Calle Larga and that of Santa Fe, space and air for existence, and one day it will also take its selfishness into both hands and resolve once for all to open two or three great boulevards, to make an end of the colonist spirit that it still keeps, and of roads of scarcely 12 varas, and footpaths of one vara which were fixed by the Spanish for all the towns of Latin America. Life is entirely impossible for a great modern town, with drays in the middle of carriages, for well-being grows, and the time has arrived for it to change to the democracy of the tram-way, electric light, running water, W.C.'s; baths; and the movement under all these forms, also grows, because all those who come and go are people and merchandise of the living world and continually change like other living beings.

Buenos Aires is to-day a vast prison where a plethoric people is suffocated, unable either to walk, or to stretch their arms, or breathe, because if they try to, they find the path too narrow, and they will be run over, if they do not pay attention, when they wish to take a good breath of air. Having to lead this life, makes women grow fat.

The paving is the finishing stroke of the narrow roads; the architect in vain places his ornaments at the top of the Provincial Bank. The statues

which crowned it were taken down, because as one pertinent person maintained though the statues were there, it was impossible to see them from the pathway. The horses perish or are invalidated by thousands on this horrible paving invented by Louis XI to martyre his nobles: after small pox, typhus, cholera, the yellow fever which decimated the population, the doctors discovered still another disease peculiar to Buenos Aires; the narrowness of the roads (I speak of the town), the difficulty of respiration, short sight or myopia because everything is nearly in direct contact with the eye, an uneasy mind for fear of colliding with something or someone in front of oneself, or of being run over by a vehicle, or even, for a lady, of being in contact with something impure. What a pity! The girls of Buenos Aires used to be known by the majestic elegance of their carriage by the grace of the aristocratic lines of the figure, by the alert step, as if they were dancing a minuet while walking. To-day as they go down these strait tubes which are still called foot-paths, they walk slowly, their hands ready to defend themselves from obstacles, shut in between the ranks of the curious who look at them in passing.

When shall we have the pavements 7 varas wide, like the two sides of the Broadway, where the fashionable people of New York show themselves? or from 10 to 12, like the boulevards of Paris, which leave space for the stranger who takes his coffee while watching the human flood which passes talking, gesticulating, coming and going at its ease.

One finds a remedy to this evil in Venice in levelling down the roofs in order to allow people to pass who cannot go by the canals. Several iron bridges of a single arc would join one «manzana» to another. We shall have «Rialtos» and the bridge of «Los Suspiros». Why not? In New York they build railways in the streets on splendid iron columns. The wagons pass at the height of the first storey and the street below is used for carriages and working people who struggle to go forwards, for the poor unhappy ones who have to drag a cart, or misery, always go in fear of their lives.

Such is the physiognomy of Buenos Aires to-day. If one could only found an insurance company for horses! Each day there are more than twenty accidents in the streets, a horse with its hoofs in the air, its eyes blinded by grief and agony, under the weight of a twenty cwt cart which crushes its lungs...

A ruffian strikes it on the head and twenty curious people silently as ist at the spectacle.

EPILOGUE

We have seen that the architecture of Buenos Aires has obeyed the impulses aroused by the ideas of its inhabitants or the invasion of a new people.

The tent of the savage was transformed into a hut, then into a house of mud and unbaked adobe, then came a house with tiles from the north of Spain and after that the Arab flat roof.

The numbers 426-28 of Calle Cangallo began the houses of more than one storey: that of Florida in 1831, those of architectural form. Then came the tyranny which fixed on the house with the flat roof surrounded by iron grilles. A palace, in 1848 proudly lifted its head against the despotism of the unalterable rule.

The immigration increased and with it the architect appeared. The town doubled its number of floors, grew, and was beautified. The rural architecture was modernized by tramways and all the European tastes have their representatives.

During the enthusiasm which preceded the crisis, the houses began to be built with three floors. But the municipality restrained this lyrism; the curb-roof remains stationary.

They began to make cut corners, then the balcony appeared and the Grecian architecture was at its zenith.

Modern Building at Buenos Aires

by the engineer Charles M. Morales.

Only a few years ago all the houses had only a ground floor; hence the impression which struck the European traveller on arriving at the Argentine capital was of a decapitated town, extending over vast space, and extremely flat. The impression still remains, for, except for the central part, a great majority of the houses are low. On the other hand, if the aspect of the town is hardly magnificent the houses are, considered separately, gay and hygienic, for, this is due to their low elevation, they are well lighted and airy. But of the beginning of 1880 houses of several stories commenced to be general, with a more convenient distribution than that adopted up to then, and, specially in these last years, an infinite number of buildings have been constructed, scattered over all the town, with very grand proportions, and, for the most part, of the Italian Renaissance style.

Many among them have curb-roofs. The adoption of this kind of roofing which, without doubt, gives a certain grace and elegance to the buildings, has taken place more on account of purely aesthetic considerations than for technical reasons—for in our clime there never falls any snow.

One can say that this custom has been introduced by French and German architects principally, who have tried to thus reproduce the type of modern buildings of Paris, Cologne, Berlin, Dresden and other towns of their countries.

It is beyond doubt that, from an aesthetic point of view, the town of Buenos Aires has been beautified in a notable way. The ancient houses with only a ground floor, with the flat roof and the façade deprived of all ornamentation, have been replaced in the central part by beautiful edifices of one, two, or more stories, well distributed whose façades are generally very beautiful.

Lately the style of the epochs of Louis XIII and Louis XV and that of the so-called *art nouveau* have been much used and abused. This last above all has been the origin in certain cases of buildings whose façades can be qualified as veritable extravagances, and in others owing to unskilful treatment, many bad mistakes have been made which it is to be hoped will speedily be done away with or modified.

During these last years they have built several beautiful churches, such as the Chapel of Santa Felicita, Avenida Montes de Oca, by the architect Ernest Bunge, the Church of the Piedad begun by the architect Nicolás Canale and finished by the architect Jean A. Buschiazzo; the chapel of Our Lady of Mount Carmel, facing the plaza of that name, which is also designed by Jean A. Buschiazzo, and the chapel of the Holy Cross, architect Merry, at the corner of the Calles Urquiza and Estados Unidos.

In order to encourage the beautifying of the town, the municipal council has voted an order suggested by M. de la Cárcova, by which the architect of the edifice which has the most beautiful façade is given a prize consisting of a gold medal and a diploma, and the proprietor is granted exoneration from the payments of the tax of building.

By means of this last recompense, one seeks to encourage the owners to employ an architect of recognised taste, in order that they may take part in the competition which, in accordance with the order, can accord to them this advantage.

The prize is bestowed annually, and the Municipality place a bronze plaque on the façade of the chosen house in order to make it known.

Several years have passed since the voting of this order; the first (1903) was the house belonging to M. Barthélémy Ginocchio situated in the Calle Lima 1642/48. The architect was M. Edouard Le Monnier.

This house although of modest proportions has a façade in the artistic modern French style.

That same year a house in the Italian style, built in Avenida Callao 1025 by the architect Louis Broggi also was distinguished as meriting special consideration by the Jury.

In 1904 the prize was given to the palace of Mme. Madeleine Ortiz Barbaldo, situated in the Plaza San Martin, and overlooking the streets Arenales, Maipú and Basavilbaso. It was designed by the architect Jules Dormal, who built other important edifices in the town, among others the Theatre of the Opera.

The prize edifice in 1904 is of vast proportions, and it has a beautiful facade which contributes to the gorgeous frame of the square opposite which it stands.

In 1905 it was the facade of the building in the Calle Parera 119 (Louis Dubois was the architect) which obtained the prize; in 1906, the estate of the Calle Libertad 1394 (architect E. Le Monnier); in 1907 the estate of the Calle Montevideo 1576 (architects Lanus and Hary); in 1908, the facade of the house in the Calle Esmeralda 1058-1070 (architect Louis A. Broggi). This year on the demand of the Jury, another prize of the same class has been given for the facade of the estate of the Calle Callao 920 (architect Julio Jaeschke).

All these buildings are beautifully constructed and contribute to the grandeur and embellishment of the town and to its transformation from a colonial town into a modern one.

The Jury is composed of the following persons: Director General of the Department of Public Works of the Municipality, Director of the Bureau of Architecture of the said Department, a Delegate from the Faculty of the Exact Sciences, one from the Central Society of Architects, one from the Society for Encouragement of the Fine-Arts, and one from the National Museum of Fine Arts. This Jury is presided over by the Municipal Surveyor. From the photographs of buildings we give, one can see the progress that our town has made in building. And it does not stop there, for the visitor sees on all sides scaffoldings which, if they are not agreeable to the eye at the time, will be replaced soon by palaces or sumptuous dwelling places.

Topography and General Appearance of Buenos Aires.

Capital of the Republic.

Buenos Aires, capital of the Argentine Republic is situated on the right bank of the Rio de la Plata, which is at this spot 45 kilometres wide, and at 34° , 36 minutes, 21'4 seconds south latitude, and similarly at 58° , 21 minutes, 33'3 seconds longitude west of Greenwich, and is 20 metres above sea-level.

It stretches 200 kilometres to the west of Montevideo and 275 from the mouth of the Rio de la Plata in the Ocean.

It has an area of 18,854 hectares, its greatest extent from North to South being 18 kilometres and from East to West 25 kilometres.

The perimeter of the municipality is 62 $\frac{1}{2}$ kilometres.

Buenos Aires is, then, by its area, one of the largest capitals in the world. It is larger than Paris (7,802 hectares); than Berlin (6,326 hectares); than Bordeaux (3,343); than Glasgow (2,442); than Edinburgh (2,376); than Hamburg (7,346); than Genoa (3,175) and than Vienna (5,540); but it is smaller than London (30,476); than Marseilles (22,336) and than New York (76,347).

In 1909 there were in Buenos Aires 111,135 houses, of which 104,747 were built of brick, 4,526 of wood, 557 of iron and zinc, 218 of raw bricks and 1,087 without specification.

These 111,135 houses contained 790,709 rooms.

Of these houses, 91,257 had only a ground floor, 16,577 one storey, 2,547 two stories, 599 three storeys, 146 four storeys, 92 five storeys, and 68 six storeys.

As regards the population and its growth, few modern cities can be compared to it, unless they are the North-American towns. It suffices to say in order to be convinced of this, that in 1869 the town held 177,000 inhabitants, and that 18 years afterwards, in 1887, this figure had reached 433,000, or an addition of 256,000 for that period; but the most

important progress is that of 1887 to 1895, when the population increased by 230,000 inhabitants in eighty ears. This extraordinary progress has continued, since, in January 1907, the population was 1,084,000 inhabitants and finally has reached, January 1st. 1913, 1,428,042.

As to the composition of the population of Buenos Aires, it is one of the most cosmopolitan centres which exist; it is, one can say, employing a simile, an oven into which are cast all the races of the earth.

In 1909, date of the last census, in a population of 1,231,168 people, the number of foreigners amounted to 561,185 people of which 277,041 were Italians, 174,291 Spanish, 26,781 Uruguayens, 7,113 English and 25,751 French.

The principal streets of 30 metres width which Buenos Aires has are the following:—the Avenida de Mayo, opened to public service July 9, 1894 (cost 10 million pesos—£ 880,000) which goes from East to West in a length of 1 $\frac{1}{2}$ kilometres, bordered with splendid edifices, paved with asphalt and lighted with huge electric globes; those of Corrientes, San Juan, Belgrano, Santa Fe, from the streets Entre Ríos or Callao towards the west. These avenues, still in formation, are destined in time to constitute veritable canals by which the traffic always crossing Buenos Aires will go. The Avenida Callao, which goes from North to South, is similar to the preceding ones.

Moreover the Municipal Surveyor with great foresight has, for several years past, been enlarging the streets Santa Fe, Córdoba, Corrientes, Independencia and San Juan from the streets Entre Ríos, Callao, towards the east, giving them a width which is proportioned to those of the avenues ordered by Rivadavia in 1822.

In some of the streets, such as the Calle Santa Fe, the enlargement has already taken place in certain «manzanas», by means of considerable pecuniary sacrifices made by the Municipal Treasury.

In others such as the Calle Córdoba, the work is resolutely pursued, and it is hoped that results like those in Santa Fe will soon be obtained.

It is beyond doubt that the opening of all these avenues, not only gives air and light to quarters of the town which are very densely populated, but it also will very rapidly change the topographical aspect by radically transforming the insufficient plan made by the founder Garay.

Besides these avenues the town possesses 97 parks, promenades, plazas with a total area of 10,727,448 square metres. Some of the recently constructed parks, such as the Centenary Park of 10 hectares, the West Park of 5·6 hectares, the Olivera Park of 47·6 hectares, are, as much by their extent as by their situation, beautiful public promenades which will make an ornament to the town of Buenos Aires, following in that the example of the most progressive modern metropoles.

The Plaza de Mayo, in which the Palace of the Government, the Cathedral, the Municipal Management, the National Bank, and the Archbishop's Palace, are found, and out of which the avenues diagonal to North and South besides the Avenida de Mayo lead, is one of the principal plazas in the town; it has English gardens, and plantations of planes which in summer give a delightful coolness.

In the centre of this plaza, there is the monument commemorating the Argentine Independence, designed by the architects Gaetano Moretti and Luis Brizzolara.

The Plaza del Congreso built in 1910 to commemorate the first centenary of the Revolución de Mayo, is one of the most beautiful and largest open spaces of the capital.

By its situation opposite the very modern Palace of Congress and at the end of the Avenida de Mayo, and by its extent (17,446 square metres), as well as its monuments, statues and groups, and by its gardens, it is destined to be the great plaza of Buenos Aires.

In the centre of this plaza is the monument ordered by the Congress in commemoration of the Revolución de Mayo, from MM. Julien Lagau, sculptor, and Dr. Eugène d'Huicque.

There is also on this plaza a statue to General Mariano Moreno. The great man is in a meditative attitude, and a condor stretches its wings over him, a symbol of human thought.

There too is the great central station of the Melropolitan Tramway, whose first section connects the Plaza de Mayo with that of the Once de Septiembre.

We also have the Plaza General Lavalle with its beautiful gardens and the statue of the general of the same name, where the Palacio de Justicia and the Teatro Colón are situated. The Plaza General San Martín (Calle Florida and Charcas) is also worthy of attention on account of its gardens and the equestrian statue of General San Martín. On one of the sides of the plaza is the beautiful Argentine Pavilion, of iron and majolica, in which is installed the National Museum of Fine Arts. The Promenade Alvear or Recoleta, which bears the name of the progressive surveyor who transformed the town, is one of the most beautiful ones. On this promenade is the magnificent monument erected by the French residents in the Republic as a token of goodwill.

One must also mention the Parque 9 de Julio behind the Palace of the National Government and by the waterside, a very beautiful promenade planted with trees and ornamental bushes, on which remarkable statues and fountains are placed. The Pezama Park is a rendez vous during the hot weather. Finally the Parque 3 de Febrero, situated to the North East with an area of 367 hectares presented by the great statesman Sarmiento is the pride of Buenos Aires, and does not suffer in comparison with the Bois de Boulogne of Paris and Hyde Park in London or the Pincio of Rome.

The streets of Buenos Aires are paved with wood or stone and often asphalt or bitumen.

The sanitary works begun in 1874, on which have been spent without stint tens of millions of pesos, gold, and which still need 80 more million pesos, gold, (£ 6,000,000) before being completely finished, are destined to divert into the Rio de la Plata the produce of the sewers and to provide clean and abundant water for the inhabitants of the town. This service exercises a beneficial influence on the public health, since the principal consequence of its establishment has been to diminish the death rate generally and especially those deaths caused by infectious illnesses. Until recent years the death rate was 28 0/00 (1890), while at present it is 15 0/00 (1912).

For articles of consumption Buenos Aires has 34 markets, among which the ones known as the «Mercado Modelo», the «Abasto Proveedor», the «Ciudad de Buenos Aires» (Calle Alsina 2390), are model establishments.

All these markets as well as the butchers' shops of less importance, sold for consumption in 1912 the following articles: 137,629 oxen, 341,476 cows, 261,162 calves, 87,267 pigs, 1,135,932 sheep, 3,361,337 fowls, 94,713 turkeys, geese, ducks, etc.

The trade in imports and exports of the Republic, is done chiefly in the port of the capital. The total business for the Republic in 1912 was 385 million pesos, gold (£ 77,000,000) in imports and 480 million pesos, gold, (£ 86,000,000) in exports; of this commerce, the share of Buenos Aires was 310 millions and 150 millions of pesos, gold that is to say £ 60,000,000 and £ 30,000,000 respectively.

One can realise the many and important services that the municipal Administration has in its charge when one learns that the budget for the town reached nearly 46 million pesos, paper, in 1913 (£ 4,048,000), without counting the budget of the police and the fire-brigade (about £ 1,560,000) and that of the Sanitary works which are charged to the National Government.

The town was lit in 1912 by 3,187 electric lamps, 17,901 gas jets, 2,301 alcohol and 3,971 petrol lamps.

The general aspect of Buenos Aires presents a fairly uniform physiognomy, due to the draught of its plan and to the Spanish and Moorish style of its buildings.

Nevertheless, in certain quarters of the centre, as in the Avenida de Mayo, the Avenida Quintana, the Avenida Alvear, the Calle Pueyrredón and others there is a modern elegant aspect, like that of the most advanced towns. The private edifices, the luxurious premises of the shops, the pavements of asphalt, give to Buenos Aires the cachet of the great metropolis.

And if to that one adds the traffic in certain streets at certain times, such as the Calle Florida, the impression will be complete.

What will be the ultimate aspect of Buenos Aires? It would be difficult to say, knowing the accelerated march of its progress and the inclination

of its architectural tastes. «At this moment, says a writer, to the foreigner who arrives at Buenos Aires, and goes through its streets, the town seems to be in process of construction; from the port, along the quays from which enormous buildings rise up heavily, vanguards of architectural giants, who in fifteen or twenty years at the most, will drive from the immense empty tracts of land, the webfooted birds that occupy them, and elevate on this vast expanse of ground, houses, towers, and chimneys, up to the most remote outskirts of the town; up to the waste land which, on a day not far off, the hammer of the auctioneer will divide into lots and deliver up to the peaceful invasion of settlers, who will come to inhabit them; to the South, which, although an unimportant district, has a flourishing population, which is building it up rapidly; to the West, which has converted itself into an immense chess-board, where buildings are being constructed on good, healthy and cheap land; to the slaughter houses, and the factories of the industrial towns; to the airy and gay houses of a European population; to the North, the chosen ground of the patricians and moneyed aristocrats; and in all directions, scaffolding intercepts the view and thorough-fares, and heavy carts laden with material for construction, iron girders, bricks, gravel and blocks of granite, roll along noisily over the streets of the town in construction.

Everybody builds, well or badly, modestly or sumptuously, cottages or palaces, and foundations are being excavated in the earth, walls rise up, the perspective of the open country recedes and is lost, the town spreads with feverish activity. In reality new buildings have been built from 1906-1912 inclusive, to the value of 994,968,743 pesos, paper (FrCs. 2,188,931,235).

»This refers to the periphery; in the centre, within the old urban radius, scaffolding no less demands its entanglement of wood; there one rebuilds, one transforms, one establishes, one lifts up houses like the trees in the virgin forest, which in their desire for space reach up in the air to find perspectives and sun. The colonial town sees its ancient relics falling into ruins; on the venerable portico of masonry, under which one still seems to hear the great words of warriors, monumental pediments lift their curves: opening on to the andalusian court-yard, the different rooms of a modern house, are comfortably distributed, and the infinite diversity of the types, styles, adaptations and extravagant caprices hide the last vestiges of the primitive architecture of Buenos Aires.

Water supply and drainage.

Two completely independent installations for the supply of water to Buenos Aires, exist at present, at a great distance one from the other. The two services have their intake from the River Plate, at a spot situated opposite Belgrano. The older of these services, dates from 1873 and is below the Recoleta. The other, which had not yet been inaugurated when this edition was published, is situated on the side of the Park «3 de Febrero» in front of Belgrano, and is known by the name of «Vivero». For the first of these installations, the intake of water is nearly 830 metres from the shore of the river and at a depth of 4 metres at low tide. At this spot, a well has been constructed 2·438 metres in diameter at the bottom, and 2·667 metres at the top, with a depth of 8 metres under the river bed. Round the well is a tower of 10·42 metres to the level of the axis of the entrance-mouths, and which rises to 4·977 metres above the highest flood (Santa Rosa). This tower has four openings in its sides for the entrance of water to the central well. For the whole construction, machine-made bricks have been used with concrete and granite for the arris and cornices of the tower.

For the conveyance of the water of the intake to the elevating pumps, an aqueduct has been built. This can be divided into two:—The first corresponds to the part comprised between the intake of the water and the banks of the river. It comes from the bottom of the central well, and goes in a straight line under the river bed up to the spot where another well (No. 2) has been built also of concrete and machine-made bricks.

The section of the aqueduct under the river, is circular; its diameter is 1·524 metres with a length of 1.626 metres.

From the well on the river bank, is a second aqueduct which conducts the water to the well of the elevating pumps. This aqueduct is 4,089 metres long and its section is elliptical. The large and small axis being 11'068 metres and 1'524 metres respectively; in its course, there are 19 wells which have been utilized in the construction, and now serve for cleansing purposes.

The elevating machines which are situated in the north-west part of the establishment at the Recoleta, have the object of pumping the water from the aqueduct, to reservoirs where it remains until the sediment has settled down. There are two of these machines, one is run by a vertical and the other by a horizontal motor, together working 12 pumps. The two can elevate in 21 hours,—the horizontal one to a height of 15 metres, and the vertical one to a height of 14'50 metres,—172,000 cubic metres.

The first is of 156 H. P. and the second 236 H. P. The water is raised to a distributing chamber, and from there passes to the clarifying reservoirs.

In each reservoir there are walls open at one end, but alternately, so that the water which enters one depot is obliged to pass through zig-zag, and does the same in the 2nd. & 3rd. reservoirs. Those which actually exist, forms two independent groups, united by threes, the water passes from there into the outlet chamber. The total capacity is 145,022 cubic metres. By means of this slow flow through the reservoirs, the water deposits a part of the fine matter it contains, and thus arrives less turbid at the filters.

From the outlet-chamber of the clarifying reservoirs, the water passes to the filters, through canals and clarifying chambers.

The filter beds are composed of successive layers of large slate stones and sand of different thicknesses, with a final layer of sand 0'90 metres in thickness.

In the establishment at the Recoleta, there are at present 8 filters with a total area of 41,416'40 metres. Each one is divided into three sections which can work separately and thus allow of surface cleaning. The water filtered from 3 of the said filters, passes directly to 3 reservoirs constructed under them, which have a capacity of 50,184 cubic metres. That which comes, from the other five filters, can be conducted by means of canals and aqueducts to these same reservoirs or to cisterns, from where it can be pumped by forcing pumps, and to which the water of the reservoirs flows also by means of another aqueduct.

The pumping machinery house is also situated in the establishment at the Recoleta, on the side facing the Alvear Avenue.

The pipes that conduct the water from the pumps to the great depot, are five in number, and have the following dimensions: Three have 8'61 cubic metres (24") and two have 0'838 cubic metres (33") and one or more can be isolated, without interrupting the service.

The distributing depot from which come the principal pipes, constituting the main arteries of the net-work of distribution that extends through the part of the town which it supplies, is situated on the site between the Córdoba, Río Bamba, Ayacucho and Viamonte streets. Its area is 6,368 square metres and is composed of 12 reservoirs of iron, placed in fours in superposed tiers, these are at a height from the ground of 11'71 metres, 17'03 metres and 22'37 metres respectively.

The total capacity, when full up to the normal height of 3'60 metres, in round numbers is 72,000 cubic metres.

In each tier, of the four compartments, two receive the water pumped which passes to two other reservoirs where it goes through the principal canals which supply the net-work of distribution. The first ones face Córdoba street, and the second ones Viamonte street.

The four compartments communicate with each other, so that one can be isolated without paralyzing the service. Arrangements also exist that permit the water to be sent directly to the outlet station, without passing through the entrance reservoirs, and also to the main arteries without any intermediate station.

The service for the supply of water that is being constructed, has its intake of water situated at a point of the river near the prolongation of the Avenue Ombúes in front of the building of the auxilliary pumps, one thousand metres from the river, in a canal, the depth of which is 5 metres at low water.

In this canal, in front of Belgrano, the intake tower has been built. The works of the new intake of water consist of a hexagonal tower of hydraulic masonry the foundations of which rest on hard soil at a level of 0'00 metres, and its roof is 20'20 metres above the normal level and 4'40 metres above the level of the highest known flood.

In the interior, the tower contains 3 superposed chambers. The inferior one of cylindrical shape, 4'80 metres in diameter and 7'75 metres in height is the outlet chamber of water for the aqueduct of 3 metres in diameter. The floor of this chamber is at a level of 0'85 metres.

The second chamber, also cylindrical, and of the same diameter and 7 metres high, is the inflow chamber of the water from the river. The inflow is effected by means of 6 openings in the walls of the tower.

Each one of these entrances is made by a conduit divided into 2 parts by an access chamber in the upper tier of the tower.

The exterior chamber is about 1'75 metres long by 3'20 metres wide, and 5'50 metres high below the arch, with a section of 5'10 square metres.

An iron grating with bars of 0'025 metres in diameter, and with a distance of 0'06 metres between each, prevents the entrance of objects floating near the banks of the river. At the interior end an arrangement exists permitting of the closing of the conduit, by means of plank doors which shut off the inflow of the water from the river. The horizontal floor of this part is at a level of 8'90 metres.

The second part is 1'00 metre long by 1'50 metre wide and 1'65 metre high below the arch, with a section of 2'35 sq. metres. The floor of this second part is also horizontal and is at a level of 8'80 metres.

It is separated from the access chamber by a sluice which is worked from the upper tier of the tower, and by means of which the inflow of the water to the entrance chamber can be interrupted.

By means of two sluices in the interior of the tower, one or several of the access chambers can be made dry, when an inspection or the repairing of the sluices is necessary.

The upper chamber of the tower is preserved for the working of valves. It is of hexagonal shape, the circle being 9'50 metres in diameter. The height is 3'80 metres and it can be entered by an iron door, the threshold of which is at a level of 15'80 metres.

A fixed iron ladder, placed on the outside of the tower, allows one to see the height of the water in the river.

The capacity of the inflow entrances is calculated so that at normal flood 3,085 litres of water penetrates through each of them per second, which gives a total of one million six hundred thousand cubic metres of water in 24 hours.

The walls are built of hydraulic concrete with a granite facing, between the concrete and granite is a lining of compressed bricks.

The intake aqueduct.

After the intake tower, the water passes to the elevating pumphouse, situated on the river bank through a circular subterranean conduit of 1,245 metres in length, and 3 metres in diameter. Of this total length, 1,000 metres are under the river-bed.

On leaving the tower, the upper part of the aqueduct is at a level of 5'60 metres, so that above remains a bed of hard ground 1'80 metres in depth. It would not have been wise to construct this aqueduct at a higher level, for fear of an eruption of water during the construction.

The aqueduct continues with a slight incline, so as to pass at 1'60 metre above the old aqueduct, and arrives at the wells of the elevating pumps, at a level of 7'00 metres in the lower part. In this way, it is easy to empty the aqueduct at no matter what time, by means of a portable pump which can be placed, in the tower, and by closing the valves. This operation was impossible with the old aqueduct, when it was finished, because the infiltrations were very considerable.

With ordinary low water, the output of the aqueduct into the wells of the elevating pumps, is at 8 metres level—1,600,000 cubic metres in 24 hours,

a quantity which added to the 200,000 cubic metres, supplied by the old aqueduct, is sufficient to provide for all necessities.

It is possible at no matter what moment, to increase the quantity of water supplied to the town, as it is relatively easy to install new pumps, and construct new filters and depots, according to the exigencies of consumption, whilst it would be very difficult and expensive to build a new intake tower and a new sub-fluvial aqueduct. The sewers can be visited at different parts of the town with the authority of the Commission (corner of Charcas & Callao streets) but this visit may be simplified, if made to the Conductor of Cangallo & Talcahuano streets, to the syphon of the Riachuelo or the establishment of Puente Chico. The system of drainage adopted in Buenos Aires is that known as circular or dynamic, with canalisation. The different matter in the sewers, dirty water and rain water is emptied into the River Plate. The conditions of altitude of the town with reference to the spot chosen for the discharge of the large main sewer, does not allow this to be done by simple gravitation; therefore, in certain very low places, it is necessary to elevate the sewage by means of pumps so as to conduct it by the sole force of gravity towards the outlet into the river.

Owing to this circumstance and to the fact that the rainfalls in Buenos Aires, sometimes reach the enormous figure of 120 m/m. per hour, it was necessary to separate the torrential rain from the drain waters these last mixed with a portion that correspond to the ordinary rains.

This separation is made by means of regulating chambers that allow all the drain water and rain water to pass that do not exceed 1/4" per hour the surplus passes into the storm conduit. There are 23 of these chambers.

In view of the above reasons the drainage service adopted may be divided into four classes: 1st. The house sewers. 2nd. The main sewers. 3rd. The intercepting sewers, and 4th. The sewers for torrential rains. The first ones receive the excrement, rain and dirty water of each house and convey them to the main sewers.

These last, besides the produce of the first ones, receive the rain water from the streets.

The intercepting sewers receive the drainage of the preceding ones, by means of regulating chambers which, as we have mentioned, regulate the passage of sewage and the water from ordinary rains; the surplus is conducted by the sewers of the fourth class, to the river by the shortest route.

Among the sewers of the 3rd. class the one that has the greatest capacity deserves special mention. For the drain service, the town has been divided into districts more or less extensive, so as to obtain a regular service of work.

At the lowest point of each district, there is a regulating chamber, where all the main net-work that is established, discharges its drains into the interceptors which constitute the ramifications of the principal artery known as the maximum drain or sewer.

To make description easy, it may be divided into three sections: The 1st. has its origin in the streets Centro América and Las Heras, and extends up to the Riachuelo de Barracas; the 2nd. from this point up to the establishment of Puente Chico. The 3rd. from the latter up to the mouth or outlet in the River Plate. These two last sections constitute the principal conduit. The first section crosses from the north to the south of the old limits of the Municipality, as it was before it was federalised; on its way it receives the secondary interceptors which conduct all the sewage as well as the waters of the ordinary rains. It is 8,354'28 metres long and is circular in form, with a diameter of 1'44 metre at its commencement and 2'21 metres a little before crossing the Riachuelo.

The secondary sections are of elliptical, oval, circular and other forms varying from 1'37 metre in height by 0'914 metre wide, up to 0'229 metre in the circular ones (pipes of the pumps of the wells 28 & 29), they present a total extension of 13,447'17 metres.

In all the net-work of the intercepting sewers, the produce of drainage and of the ordinary rain water is drained away by gravitation. But note must be taken however, that owing to the altitude of some districts not allowing of this drainage by gravitation, pumps are resorted to, to elevate the waters of the sewers up to the said net work.

The Riachuelo is crossed by the main sewer, by a siphon composed in the horizontal part, under the river, of three elliptical cast iron tubes encased in concrete, which end in supporting arches provided with chambers where two vertical branches consisting of six cast iron tubes and other accessories have their outlet, so as to ensure a regular service.

In the continuation of the great sewer, included between the southern extremity of the siphon and the pumping station at Puente Chico, the drainage is also effected by gravitation.

This continuation consists of a conduit of circular section, built with bricks and concrete of 2.057 metres in diameter, is 7,930 linear metres in length. The extremity falls into a separation chamber, where scraps, residues and sweepings pass to 2 wells, in which machines elevate them to a height of 14 metres, to direct them by means of gravitation towards their outlet in the River.

The pumping station at Puente Chico, contains 4 machines, two of which have a force of 438 H. P. and are capable of elevating 118,150 cubic metres in 24 hours. The other two, 125,000 cubic metres with 488 H. P.

The last section of the conduit begins at about 1,200 metres from the Puente Chico establishment, where the 3 cast iron pump pipes of 1.067 metre, discharge. From this point, the conduit is constructed in the same way as in the former section excepting in its passage of the stream Giménez, and in the stretch which separates the outlet from the top of the ravine. The first is crossed by 3 pipes of cast iron of 1.967 metre in diameter, supported on columns with corresponding accessories, and the last stretch also by 3 pipes which rest directly on the soil with the exception of about 500 metres which separate the side from the mouth, where they are placed, by means of a double dike on piles and other appropriate supports.

The length of the last section is 15,225 metres, which makes the total length of the conduit up to its mouth, 23,155 metres. The conduit is conveniently ventilated by means of chimneys placed at certain intervals. The net-work of the collectors of the 2nd. class extends through all the streets of the healthy districts; they receive rain water by means of openings, to the number of 6,059, placed on the pavements. These openings have interceptors for the gases, and they are joined to the collectors by means of canals, the diameter of which varies from 0.152 metres to 0.229 metres.

The length of the collectors, which are constructed in masonry and concrete is 70,144 meters, and their diameters vary from 0.686 m. \times 0.887 m. and 1.524 m. \times 1.981 m.

The conduits of torrential water which they convey to the river, are nine in number, 5 of them being of a very large size.

On account of the construction of the port, six that go in the direction from west to east, run into a large collector, which empties itself on the north-east side of the outer dike.

This collector has a length of 3,792 metres and its section, which at its commencement is 6 metres in diameter, widens and forms 2 or 3 lines of conduits, each one with a section of 7.50 metres in diameter at the mouth.

The house drains empty themselves into the collectors by means of an outer connection of 0.152 metres in diameter which are joined to the first ones by means of a siphon; the interior drains are therefore independent of the outer ones.

A ventilation pipe comes from the exterior or outer connection, which is placed on the wall of the frontage, and serves to ventilate the net-work of outer sewers together with the mouths and pipes for ventilation already mentioned. The interior arrangement of the sewers is the most perfect system known up to the present.

DISTRICT OF LA BOCA AND BARRACAS

In this district the system of drainage differs from that of the other districts already described. The conditions of altitude do not permit of the conduction by gravitation of the drain water to the principal collector, with the exception of a small zone, and besides, as this district is at a lower level than the highest floods of the River, it has not been possible to make the large collector receive the rain waters.

The consequence is that there, the sewers only receive dirty water and excrement. The district is sub-divided into 17 sub-districts, in each one of which a net-work of collectors has been established, which receive the sewage and conduct it by gravitation towards a well, situated very low, from where the pumps moved by hydraulic power, discharge it into the large collector.

A station of hydraulic machines situated at the corner of Admiral Brown and the Paseo Colón, distributes the driving power to the different pumps of the wells.

The man-holes of the net-work of the collectors have an apparatus under the grating, a kind of bucket, which without interrupting the ventilation, hinders rain water from passing.

The number of sewer services existing up to the 31st. of December 1912, was 37,780. Besides these works, there are others in course of execution, very important works, destined to supply with drinkable water and with sewers for house and factory water, and for rain water, the whole part of the territory of the Federal Capital, which is unprovided forto-day.

Moreover, a series of supplementary works have the object of amplifying & ameliorating the service in the zone already supplied with sanitary works, taking into account the actual defective conditions and the future necessities that the increase of population in this zone will exact.

The total area of the Capital is 19,018 hectares, 3,002 of which are provided with sanitary works. If 610 hectares, corresponding to the Park «3 de Febrero», are deducted, it is seen that the remaining area to be supplied with these works, is reduced to 15,406 hectares, making a little more than five times that of the old radius, as the zone provided with the service, is called.

In order to calculate the capacity of the works planned, a population of 6,000,000 inhabitants is taken as a basis for the whole capital. Taking into consideration the increase observed in the former census, it is calculated that this is the population that will exist in the year 1952. Of these 6,000,000 of inhabitants, two will belong to the old radius, and four to the part where the futur works will be, so that in this last part of the town, there will be a population of 260 inhabitants per hectare.

The coefficients taken for calculating the supply of water are 300 litres of water per person daily, supposing the quantity consumed during the hour of greatest consumption to be one twelfth of the quantity consumed in 24 hours. For the sewers, it is supposed that, of the 300 litres of water consumed in 24 hours, 250 are carried off during the same time but, admitting that, during certain hours of the day this quantity reaches double the average. These coefficients are greater than those obtained during last year, as during the days of the greatest consumption the average per person was 295 litres of which 70 or 75 % reached the sewers making 206 to 220 litres.

These works of extension planned by engineer Agustín González, a Director General of the Sanitary works of the Nation, have been calculated to cost 323 millions of pesos, paper (28·424 millions £), but those in course of execution (Dec. 1912) amount to 158 millions of pesos, paper (13·904 millions £).

Port of the Capital.

The port of Buenos Aires can be divided into two parts: 1st. the Riachuelo, a natural port formed by the river of the same name, which, by means of dredging allows ships drawing 18 feet to enter. This port occupies the south part of the town, and stretches from east to west, owing the windings of the course of the river.

On the north of the river are the wooden quays, and south of the river the Southern Railway has constructed part of the piers necessary for their traffic. This part of the port is a valuable auxilliary to the real port of the Capital, and one can calculate the traffic annually at 1,200,000 tons. 2nd. The port of the Capital which occupies the east part of the town, and runs from North to South. It is composed of the two Dársenas (Basins) North and South. Between these two basins are the docks which are numbered from 1

to 4. The works of the port were commenced in 1886 and finished in 1897 and at present important extension works are being carried on at an estimated cost of 25,000,000 pesos, gold (5,000,000 £) as the former ones are not sufficiently large for the trade of the port. The dimensions of the docks and basins are as follows: South Darsena; 930 metres long by 160 wide; Dock 1, 570 \times 160; Dock 2, 570 \times 160; Dock 3, 690 + 160; Dock 4, 630 \times 160. The North Darsena is an irregular polygon in shape, and its area is 154,000 square metres. The depth of the water at zero from the gauge is; in the Darsenas 21' and in the docks 23' 9". The depth of the entrance channels is as follows: That of the North, 21' and of the South 18'. The area is as follows: South Darsena 112,600 square metres; Dock 1, 91,200 s. m.; Dock 2, 91,200 s. m.; Dock 3, 110,100 s. m.; Dock 4, 100,800 s. m.; North Darsena, 154,000 s. m., making a total of 660,200 s. m. or 66 hectares of area for the port of the Capital. This port has 37 buildings of which 33 are warehouses and 4, sheds; 11 of these warehouses are built of iron and the 22 others, as well as the sheds are of masonry. The warehouses have a frontage of 5,162' 70 metres their gross capacity is 1,033,326 tons of which quantity 175,825 tons can be put in the basements, and 857,501 tons on the ground and other floors. The length of the quays that can be utilised for loading or discharging operations, is 16,000 metres. — Entrance channels: The port has 2 entrance channels, one to the Riachuelo, known as the South Channel, and the other to the North Darsena, known as the North Channel. The 1st. is 10,700 metres long and 18 deep. This channel has two curves of 2,000 metres radius. The North has a length of 9,800 metres; with a depth of 21' and is connected with that of the South at 900 m.; both are buoyed. The port also has two careening docks, one 150 metres and the other 180 metres. The hydraulic machinery of the port consists of: a central power house with 2 motors of 450 H. P. each, and a very small power house with a motor of 125 H. P.; the one is situated in the Boca and the other on the west side of Dock 4. The hydraulic piping that furnishes the motive force of the port is 10,100 long and its maximum diameter is of 0'15 cm. There are 191 hydraulic cranes of 1'5 and 30 tons. The number of the intakes of hydraulic current is 462. There exist besides 40 lifts of 1,500 kilograms each; 14 capstans of 5 tons; 30 of 1 ton; 17 hydrants; 5 swing-bridges, 4 of 20 metres opening and one of 25; 5 pairs of sluice gates and a floating crane of 35 tons.

Surrounding the port there are 110 km. of railway lines by which 60,122 cargo waggons entered during 1911. The dépôt for the waggons is 15 km. long.

The number of vessels that entered and departed during the year 1911 was 35,611 of which 4,431 were from beyond the seas, the remaining 31,180 being coasting boats.

Two large grain-elevators have also been constructed, one in Dock 2, and the other in Dock 3; both belonging to private companies. These installations were required to meet the rapidly increasing exportation of grain. They tend to diminish the impediments to the regular traffic of the port at the time of harvest.

The following account will give an idea of the effectiveness of these elevators: by day and by night from 3 to 100 waggons are unloaded in the port, and each elevator can alone handle four times as much in ten hours.

Each elevator has a capacity of 30,000 tons of cereals in the bulk, and the granaries 55,000 tons in sacks; one can say that about 800,000 sacks of cereals can be stored in the deposits; the grain can be shipped either in sacks or loose.

By means of the elevators, work can be carried on in bad weather as the loading is done under cover. Besides the economy in time, the elevators have other advantages, they clean the grain and dry it, and thus it arrives at the foreign countries in good condition: they also classify the grain.

Alongside the elevators is a large flour mill (The Mill of the River Plate) for the preparation of flour. The cost of this mill was 7 $\frac{1}{2}$ million francs. The elevators are under obligation to disinfect the sacks before returning them to their place of origin. The total cost of the elevators is about 25,000,000 francs. Each one can load 20,000 tons per day, and their total capacity is 300,000 tons.

The elevators are model installations, equipped according to latest in-

ventions, and the tourist will feel highly interested when visiting them. The harbour is lit with electricity. There are 874 lamps. They are at a distance of 30 metres from each other. The dry docks are two in number, perpendicular to the northern wet dock. The western one is 150 metres in length and will contain boats of 132 metres poop length, and the eastern one 130 and 162 metres respectively; the short axis is 20 metres, the same for both; the transverse is greater by 23 metres; the height from the top to the bottom is 11 metres. The declination is 3 %.

Museums.

Natural History Museum.

This museum, which is situated in Calle Perú and Calle Alsina, is practically shut to the public owing to the state of ruin and abandonment of the building. All efforts made during these last years by the learned director of the museum, Professor Ameghino, in order to subsidise this establishment, which is a sign of the intellectual culture of the country, and arrange for a building which would be appropriate to hold the rich collections which it possesses, did not have any result owing to the indifference shown by the public authorities. The new director, Dr. Angel Gallardo, has also been making efforts to this end. We should feel happy to see him succeed better than his predecessor.

Notwithstanding, and only from the point of view of instruction, we consider it interesting to give some information concerning the historical origin of this establishment. The idea of founding a museum of natural history can be found in the first days of independence of this country. The first law authorizing the establishment of an institution of this kind under the name of *Museo Público de Buenos Aires*, was promulgated by the General Constitutional Assembly in May 27th., 1812. Notwithstanding this great idea was realized but eleven years later. All kinds of difficulties, easy to be foreseen if one considers the administrative difficulties of the epoch; the continuous fight against Spanish domination and the arduous task of organizing a nation which had been without autonomy for several hundred years, were opposed to the execution of the said law. Nevertheless, notwithstanding the apparent oblivion into which the idea of founding a museum had sunk, there is no doubt that its initiators were sticking to the intention which was to show to the world that the Argentine republic was aspiring to take a place, not only politically speaking but also from the point of view of intellectual progress, in the ranks of civilised nations. As soon as the government had its freedom of action, the eminent statesman Bernardino Rivadavia proceeded to the installation of the public museum through the decree of December 31st., 1823, and at the same time to that of a school of physical science, and appointed Dr. Carta to manage these two institutions.

Two years later, in April 1826, the separation of both establishments was decided upon and a certain Ferrari was appointed director of the museum. Up to that date nothing or very little had been done to give shape and vitality to the new institution. As soon as Ferrari was in possession of his post, he proceeded to the organization in accordance with the existing dispositions. He brought many natural products to the museum, as well as a collection of 786 samples of minerals which had been sent for the study of physics; he exhibited also various animals of the country, especially numerous specimens of birds and mammals which he prepared himself. But the museum, notwithstanding the efforts of several well intentioned men, made but little progress. The institution had not succeeded in calling forth the public interest which had been expected, and the most decisive proof of this lies in the fact that, during a period of 10 years, from 1828 till 1838 but 214 objects were presented to the museum, the number of givers being 52. This information is furnished by the list of donations without any other explanation, the names of givers being thus ignored. In this same list several trophies of the civil war are to be noted, which had been given by Rozas and to which the tyrant attached great importance.

During the terrible period from 1842 to 1852 there are but 60 objects

mentioned, given by 8 persons, but there is no doubt that the establishment must have lost during this period of fighting many more objects than it received. But it seems also that the objects were not only lost through theft or other causes; they were so much injured that they were completely useless. There was no management to look after the interests of this unfortunate institute as it ought have done. Its downfall was complete, as can be judged from the description of a French writer Mr. de Brossard, who visited it in 1847: «The museum is composed of a section for natural history, the objects of which are deteriorating though want of care; of a collection of medals covered with dust and of some objects given by General Rozas to which he was very attached because they had been presented to him during his government or had some connection with the same.» Two years after the downfall of the tyrant, several persons, friends of natural science, seeing the poor state of the museum, decided to protect it and to work for its progress, and formed a society. A governmental decree gave this idea a practical shape on May 6th., when the Association of Friends of Natural History of the La Plata was founded.

From that time onwards a new and important era commenced for the museum.

According to the rules of the association, the rector of the University was at the same time its president; the museum was thus in close connection with this teaching institute, being located in the same building. Soon it aroused general interest. A great number of private persons made gifts of more or less value for the collections, whilst the provincial government furnished the necessary funds in order to procure glass exhibition-cases. From 1854 to 1856, 2,052 zoological objects were bought, 68 botanical objects, 752 mineral samples, 562 coins and several other objects connected with archeology and ethnography. During the same year the association had 15,000 pesos, cash, for the upkeep of the museum. Through this the importance of this society in the life of the institute can be seen, and, if it is but just to mention this here, it is equally just to mention one of its most active members, Manuel R. Trelles, who worked with courage to regenerate the decayed institute, and by whom a very interesting account was written when he was secretary, as well as other information which is put down on the Buenos Aires statistic registers, and the publication of several catalogues.—At this time the naturalist Auguste Bravard was working within the walls of the museum, though only from time to time, employing his activity in every sense, classifying paleonthologic specimens; but when he was called to Paraná he was obliged to abandon the commenced task, in order to found a state museum in this city.

As we have already mentioned, the Association of Friends of Natural History of the La Plata, did not omit any effort to reorganize the museum, but its task was nearly exclusively limited to the gathering of new specimens in order to embellish the collections and beg passing naturalists to give a scientific determination to the specimens without making use of the library. Thus the museum had an excellent management, but it lacked scientific direction. Seven years passed like this and the it was felt that a competent director was wanted. The governor of the province, Bartolomé Mitre and its minister, Dominique Faustino Sarmiento, decided to offer the director-ship to the celebrated German naturalist Charles German Conrad Burmeister, professor of the Halle University, whose tours through Brazil and the Rio de la Plata had spread scientific knowledge concerning the fauna and the flora of these regions. Doctor Burmeister who had already once offered his services to the Argentine government, accepted the offer and landed on September 1st., 1861, in Buenos Aires. The political changes which had occurred at this time, prevented him from occupying his post immediately. He was appointed and installed nine months later by ministerial decree, as general director of the «Museo Pùblico» as the institute is called in the nomination decree.

When the German professor took possession of his post, the museum was, notwithstanding the efforts of the Friends of Natural History of the La Plata, but a simple exhibition room of specimens and curiosities of Nature. The honor of transforming it into a scientific institute deserving this name belongs to Burmeister. The learned man was equal to his task and soon one

could perceive the results of his presence at the head of the museum. From the beginning all his efforts were directed towards the increase of the collections of the museum by the largest number possible of natural specimens, especially those representing the Argentine fauna, and he classified according to a scientific basis all collections. The precious ornithological and especially the paleozoological one, show the great activity of the learned naturalist. What the paleozoological section owes to him, would have been sufficient to procure universal reputation. One can say that he has unveiled an entire animal world which had been buried during antediluvian periods, to the eyes of the visitors. The fossil animals which are reconstituted and exposed in the room of the museum belong mostly to the pampa formation of Argentina. It would be difficult to find one equally complete in European museums. One can say that it is a real scientific treasure which Burmeister gathered here.

He did not only procure this brilliancy to the museum through the fine collections, but also through the numerous literary works which he wrote during long years of patient research and the publication of which has brought to our knowledge with peculiar accuracy a great portion of the animal population which exists in Argentina and the fossil forms of beings which lived at most ancient epochs where the Argentine lands extend now and which then covered, to a depth of several metres the vast ocean of the Pampa. Several of his works were published in foreign scientific reviews and its largest part was published in a review edited by the museum itself and founded by its director under the title «Anales del Museo Público (later Nacional) de Buenos Aires», during the years 1864-1869, about which time the first volume was published and soon followed by two others under the same title. In these three volumes the researches of Burmeister concerning the fossil world as already mentioned, are put down in accurate descriptions accompanied by drawings of a master's hand which will always remain of highest importance for paleozoological studies. In 1881, after the district of the capital had been federalised, the museum came like many others which had been up to that time under provincial management, under national management, but Burmeister naturally remained as director. The museum took the name of «Museo Público Nacional» from that period onwards. When Burmeister decided in 1892, at the age of 95 years, to retire from the service, there was no want of candidates to take up his post, as soon as his decision became known, but the venerable savant could not bear the idea that an establishment which had caused so much work to him could pass into the hands of a person who perhaps would not be capable, or who would not have the necessary will to continue the work as he had started it: he desired as a successor a man in whose science he had confidence and designated Dr. Charles Berg as his successor. This gentleman had been his assistant as inspector of the museum (from 1873 to 1876) and later professor of the University and College of Buenos Aires (1875 to 1890) and director of the National Museum of Natural History of Montevideo (1890 to 1892). His efforts to this effect were crowned with success and Dr. Berg was appointed director of the museum in 1892. The progress of the museum during the 30 years of the Burmeister direction were great; out of an insignificant cabinet of natural specimens and curiosities, he had made a real museum of natural history which, through its collections and its library, could place itself next to the foremost institutes of this kind; but the learned director made a serious mistake in not paying sufficient attention to the exhibition arrangements, because, for the public who visits the museum as well as for competent persons who go to make researches there, or study there, the perfect presentation of the specimens is an important point. It is true to say that at that time the indispensable basis for good arrangements and the exhibition of the collections was missing and is still now missing; this means a large building with numerous rooms of good arrangement and sufficient light, as well as large glass exhibition cases fit for the exhibition of all specimens. Dr. Burmeister lived so to say, but for science itself, and he considered the museum the property of science and not of the public. He thought that all those visitors coming for purposes of study, would be satisfied if they would find the material they were looking for, and that visitors coming out of curiosity were not to be considered; it was sufficient if they could see what one would let them see.

When, during the years of pomp and great enterprises of 1888 and 1889 friends of the government advised the same to build a special edifice for the museum, pledging themselves to look after its realisation Burmeister did not want to follow this advice in any shape or form; according to him the museum was well where it was and he said: "I would rather be buried alive in it, than leave it". It is very unfortunate that the great learned man thought thus! Such a necessary building could have been built then easily! When will it be built now? And the five or six hundred thousand pesos which would have been the costs of a new building, would have procured to this institute a building allowing convenient exhibition of valuable collections and placed the museum thus at the height of the best establishments of its kind, whilst at the same time numerous millions disappeared without leaving any other trace but an increase of public debt. Burmeister's successor found himself with a legacy rather difficult to handle. Public and press, which, during all these years seemed not to know the serious wants of the museum, started criticising the establishment, finding fault with the insufficient light, with its incommodity and poor state. If the first reproach was just, the latter was a mistake; the museum owned very rich collections, but they were badly arranged and partly invisible to visitors most of them were hidden in cupboards without glass windows or in boxes. The new director, seeing the impossibility of obtaining a suitable special building for several years, took steps in order to obtain from the government in the interior of the edifice those changes which he judged indispensable, and during the time they were made, the museum was shut.

The changes consisted mainly in the enlargement and adornment of the vestibule, the dingy and sad aspect of which produced so unfavourable an impression upon the visitor. The old wooden staircase leading to the first floor and the ascent of which was nearly dangerous owing to its perpendicularity and worn-out steps, was replaced by a marble staircase of great comfort. The ancient square tiles partly broken and worn out, forming the floor of the rooms and galleries, were replaced by mosaics; the windows on Calle Alsina, in the neighbourhood of which the precious fossil skeletons were placed, and the details of which one could not see for want of light were changed in order to give more light to the room.

The ceilings and walls which looked gloomy were changed and painted.

The secretary's room which contained also part of the library, was fitted out with a wooden floor. A system of pipes for running water was installed as well as a sewage system which was wanting in the museum up to that date. Some other less important repairs were made, though all very necessary. At the same time glass cases were bought, as well as other furniture of absolute necessity for the exhibition of specimens which had been hidden up to that time from the eyes of the public and for several collections which Dr. Berg had decided to form.

During this period of changes and reforms, the director was busy with the scientific organization of the museum. Several objects had to be changed from their places in order to be placed differently, either because they could not be seen, or because they were in the wrong place.

The task of classification, from a modern systematic point of view was much more difficult, and this task is even now far from being finished, as may easily be imagined. But all that has been done in this matter during the last three years, as well as the installation of the herpetological, ichthyological and biological collections, all of which are entirely new, suggest a brilliant future. When the museum was reopened to the public on September 30th., 1894, it looked entirely transformed, although the faults of want of space and light had been but partly changed, and will never be done away with entirely. The then director was Dr. Ameghino, and to-day it is Dr. Angel Gallardo.

Museum of Fine Arts.

National Fine Art Museum.—This museum which was situated, during the publication of the preceeding edition of this work, at 783 Calle Florida, is located to-day provisionally, because the final building is not yet built, in the rooms of the Argentine Pavilion, on the Plaza San Martín (corner of Calle Florida and Arenales) which had been used to exhibit the Argentine products during the Paris Universal Exhibition of 1889. Space is wanting for the installation of the museum, and the hall is not appropriate, all the paintings of the collections are not on view, and those exhibited are under bad conditions of light and location. Besides this, everything in the museum is of a provisional and transitory character, to such an extent that, when we had proposed to form a catalogue of those paintings exhibited, the director of the institute, Dr. Cupertino del Campo, persuaded us not to undertake this work, because the positions of the paintings were often changed.

Nevertheless, as simple information, we believe it better to make the origin of this museum known, and indicate the principal paintings which are to be seen in the different rooms.

The first collections of this museum, have their origin in the gifts of 81 paintings made by Adrien E. Rossi and in the private donations of the following persons: Denis A. Al-dao, J. B. Ambrosetti, Ateneo, Auguste Ballerini, Félix F. Bernasconi, Santiago Calzadilla, Mariana T. de Cambaceres, Convent of San Francisco (Córdoba), Correa Morales Lucio, Aristóbulo del Valle, Jules Dormal, Dorrego de Ortiz Basualdo, Magdalena Angèle L. de Gallardo, Joseph León y Angel, Joseph Prudence de Guerrico, Raphael Igarzábal, Cándido López, Dominique D. Martinto, Maurice Mayer, Charles Albert Mayol, Philippe Mayol, Sylla Monsegur, Emile Nouguier. Raphael Obligado, Ignes Ortiz Basualdo de Peña, M. de Rawson Paz, Pierre Roberts, Edouard et Nicolás Schiaffino, Valentine Seminario de Mendilaharzu, Edouard Sivori, Charles Vega Belgrano, Vidich Mattea; in the works of art belonging to the State which were previously scattered in the public administrations; in the acquisition of forty pictures which formed the gallery of Dr. Aristóbulo del Valle, with the help of an important aid from the National Congress, and in the purchases lately realized by the Direction of the Museum, thanks to an increase of the Governmental subvention due to the intervention of Dr. Osvaldo Magnasco.

Subsequently, through the disposition of the will of its

proprietor, the rich collection belonging to Mr. Parmenio T. Piñero has been added to the museum; this was described in the former edition of this *Baedeker* and is reproduced in this.

Afterwards, Mr. Angel Roverano, who gave us so many proofs of his disinterestedness and of his exquisite artistic taste, left an important collection of pictures, so as to form the «Salón Roverano».

Finally, in 1912, Dr. Charles Madariaga and his wife Mme. Josephine Anchorena de Madariaga, decided to present the museum with a collection of paintings of extraordinary artistic merit, to form a new salon, «Salon General Madariaga», which was inaugurated on the 18th. November of the same year, in the presence of the President of the Nation, the high officials, and a numerous public. It is sufficient to read the names of the artists who painted these pictures, to get an idea of the importance of the gift.

We will now describe the works of art in the Museum, without indicating the salons where they are found, as that is not possible, because of the later salons formed, and for the reasons which we have already given before.

On entering the Museum, one sees at first some statues, of which the majority are reproductions in plaster, of masterpieces, the originals of which are to be found in the principal European museums. For this reason we will name the chief ones. These are: «Moise» (Moses) and «La Pitié», by Michael Angelo; «Mater Dolorosa», by Germain Pilon; «Venus de Milo»; «Jaguar and Hare», by Antoine Barye; «Mme. Elisabeth», by Augustin Pajou; of which the originals are in the Louvre, at Paris. «The Lion and the Serpent», by Anthony Barye; «Ugolino», by Carpeaux; «Arthur V», by Peter Vischer; «Psyche», of which the original is in the Museum at Naples; «The Fates», by Phydias (Parthenon); «The kiss», is an original plaster from the Master, Rodin; «The Earth and the Moon», in marble; a rough model by Rogelio Iturtia, presented to the committee for the monument of the Independence of Argentine, and entitled «The people of May on the March»; «Mariano Moreno» and «Meditation», by Cafferata; «Military valour», by Jean Arduino; «Abel», by Lucio Correa Morales; «Grief», by Arthur Dresco; «The first funeral: Adam and Eve carrying the body of Abel» a beautiful marble sculpture by Louis Barrier, given by Mr. Roverano: etcetera, etc.

Salon Parmenio T. Piñero.—This salon is on the ground-floor of the Argentine Pavillion.

In this gallery there are no old pictures in the true sense of the word. All belong to contemporary art. The Spanish school predominates; the best painters of the XIXth. century, who have been the glory of Spain figure in this salon. There are also paintings of masters of other nations.

Among these latter, figure: «The vote», Michetti, this is an admirably painted picture of correct drawing and exact tone; «The Angel of Death», Morelli, the angel is fantastical, but there is reality and beauty in the landscape; «A table» by the genius Palizzi, a picture of delicate realism; «The afternoon» and «The arrival of the diligence» by the celebrated Gustave Doré; some horses by Rosa Bonheur; some seascapes and small heads by Demartino.

Among the Spanish works the principal ones are «The interrupted procession» by Fortuny; «A popular» festival by Goya, a sketch; «The head of a student», painted with vigour and amplitude; «The return from the races» a watercolour by Fabres; and «The return of the boats», by Sorolla, a magnificent work of surprising truthfulness and superior merit.

Another notable work is «The milkmaid of Asturias», by Casto Plasencia, one of the most perfectly finished, attractive and emotional works of plastic art, for fineness and delicacy of touch and nobleness of line.

Pinazo figures with a seascapes; Puig Roda with a watercolour; Sánchez Perrier, with the sketch of a historical picture; José Villegas with the sketch of his great painting, «A baptism in Seville»; Martín Rico, with a pretty landscape of Galicia, and a small painting of Venice; Moreno Carbonero, with a pretty «Workwoman»; Barbudo with the celebrated «Grandma's birthday»; Meifren with a seascapes of Cardagnes, a very interesting port off the coast of Catalonia; Padilla with his «Carnival of Rome», in 1880; García Ramos with a type of Andalusian woman; Casado del Alisal, with a fantasy from the nude from Mignon; Unceta, with an episode of the African war; Alvarez Gomar, with an Andalusian landscape; Daniel Hernández, with two pigeons; Ribera, with his well-known picture «The opera cloak»; Benedito with a Venetian seascapes; Galofre, with a farm in Aragon; Cusachs, with a military scene; Masriera, with a study from the nude and a head; Urgell, with a melancholy landscape of Catalonia; Rosales, a head; Gessa, with two paintings of fruit, truly admirable; Benlliure, with an oil painting and a water-colour; Bermudo, with an energetic study of a head; Giménez Fernández, with two paintings of fowls; Mancini, with a splendid head; and other artists that it is impossible to enumerate.

Salon Roverano.—This salon is on the ground-floor to the left. Over the entrance door the forcible painting of Francisco Domingo: «Manolas» has been placed. In the interior of this salon this Spanish painter is represented by many good canvases: «Muleteer and his ass», «The flock», «The wine taster», «The black-smith». As one enters the salon, the eyes are attracted by the beautiful and impressive canvas of Francisco Pradilla, «Doña Juana la Loca», (Jane, the mad woman), a powerful work and profound study; from the same Spanish painter we still have «The Troubadour» and his «Portrait of himself». Upiano Checo, a contemporary Spaniard with a forcible picture of «Horses at the drinking-fountain»; Antonio Falvés, also a Spaniard presents us with a beautiful oriental scene, and Rusiñol conducts us through his graceful «Camino de las Rosas» (The Rose-way). Benlliure (Joseph) figures with an «Arab encampment»; and Fortuny Mariano, with «The mountebanks's children»; Rosa Bonheur occupies one of the first places with her paintings of animals: «A fox», «A deer» and «A bull». Another painter of animals, the Italian Jean Segantini,

(1857-1899), figures with «A cow». Bidau, the celebrated painter of flowers, shows us two brilliantly coloured pictures, and Schonheyder Knoller gives us a curious effect of the sun on the trees. Luis de Servi, an Italian, has painted beautiful bunches of grapes, and Antoine Vollon, a Frenchman, a cluster of pears. In still-life, we have the paintings of Bail Franck and D. Bergori. De Penne gives us a hunting scene. Landscape is represented by Jules Breton, Trouillebert, and Quignon. Alphonse de Neuville, the rival of Détaille, is represented by two military pictures, «The Clarion» and «The short ladder», like other pictures of this kind, we have soldiers entering a village of Arms, and an «Officer of Napoleon», by Henri Regnault, the great painter killed at Buzenval in 1871. Galofre and Fraser have each a seascape. «On the shore» is a beautiful composition by the Dutchman Koeekkoek. In religious paintings we have a very good one of the Spanish school of the XVIIth. century entitled «The holy Family», a «Jesus crucified» and lastly a «Descent from the Cross», by Agustín Ribot, exhibited in the Paris Exhibition of 1900. Other pictures: «Head of a woman», Eugene Carrière; «The Ogre», Thomas Couture; «La Fête-Dieu», by Domingo Morelli; «Fillette», Frederick Humbert; «The dog's dinner», Henriette Bonner; «The infant» and a «Young Oriental», by Jeanne Romania; a «Head», Palmaroli; a «Rider», Fernand Roybet; «The squall», Alfred Stevens; «The departure of the Templar», a very good canvas by Gustave Doré, a «Venice» fresh and pleasing by the French painter Félix Ziem, who died recently; lastly, a work by an Argentine which may certainly be placed amongst the best paintings of our day, so exact is the design and so delicate the colouring: «El Pebetero», by Emile Artigue.

Salon General Madariaga.—This salon is not complete, as part of the pictures are still in Paris, from where Dr. Carlos Madariaga will send them so as to complete the gift.

The pictures of this gift, that are now in the Museum, are scattered in the different salons of the ground-floor. One may see a «Visit of mourning», by Louis Alvarez, a fine picture with the expressions very well studied; two large decorative panels from the French School, a «Woman with a fowl» of fine expression by Manuel Barthold; a «Copper cleaner», by François Bonvin; «The shepherd», by P. Bouché; two fine views of Paris, «La Place de la Concorde» and «Les Champs Elysées», by Victor Bougariolles; a most beautiful «Sketch», by Cabanel (Alexandre); «The woman at the mirror», Henry Caro-Delvaille; a new canvas by Paul Chabas, «On the river», a seascape by Champeaux and a landscape by Charpin Albert; the energetic brush of Upiano Checa

is recognised in «The arrival of the conqueror»; Coubert Gustave, the sea painter, gives us one of his best seascapes; Benjamine Constant is represented by one of his chief works, «The Empress Theodora» one of the most beautiful paintings in the Museum. «The church candle-seller», by Dagnan Bouveret, is a fine study of a Breton woman; León Delachaux shows a canvas in brilliant colours «Honie life». «The messenger of Satan» in vivid colours by Dinet Alphonse; another beautiful canvas in rustic taste is «The dinner in Brittany», the young peasants with their rosy cheeks have a stamp that recalls the sweet melancholy of the old celtic province; this picture is by the painter Henry d'Estienne; «Horses at liberty» and «The Promenade» are two magnificent paintings by A. de Dreux; «On the terrace», by Dupuy; «Sarah the bather», is a good canvas of delicate tones by the master Fantin Latour; three natural and fine paintings are «Faithful Guardians». «The end of the day» and «Going to the slaughter», by Leon Herrmann; «The interior of the stable», Lambert (Eugene); «Old bridge, San Miriato, Florence» is a beautiful painting of «Beautiful Venice», by Franck Lamy; a small «Portrait of a girl», by Mdlle. Ledoux; «The tavern», by Lix; the great painter Marais has three fine canvases of animals; «Cows at pasture», «Cows at pasture in Normandy» which are some of the best of the collection; Martel Eugene has two rough studies in «Old peasants» and «The Tavern»; the portrait of General Juan Madariaga, by L. C. Massot is a real work of art; a «Nude» a trifle too light, by René Ménard; «The death of Pizarro», is an energetic painting by Graciano Mendilaharzu; «The Guardian Angel», by Navarrete is a very beautiful work; the portraits of Garibaldi and of Victor Emmanuel II, also «The sheep» are very good paintings; «The Chariot», by C. Quinton, is of a natural character which is without reproach; «The wood-cutter and his dog» are marked with the strong character of Jean Rafaelli; the «Presentation of Jacob to Isaac», by José de Ribera is a very remarkable work; «Portrait» of a gentleman in the time of the French Revolution, by Henry Riesener; «Still Life», by Philippe Rousseau; «Arabian horsemen» of clear colouring by Rousseau Henry; «Charles V», Barbudo Salvador Sánchez, is remarkably fine; «The Evangelist», by Scheffer, is expressive; «Les interieurs», by William Schuer; «The offering», by François Tattegrain is a beautiful picture, the expression of each face has been studied with care; «The labourer» and above all «The dance» a large decorative panel, are canvases of great beauty. due to the brush of Albert Thomas; «The fisherman», by Trouillebert is of fine colouring; «The mystical wedding of Saint Catherine», by Georges Vasari, is of the XIVth century, and one recognises

the brush of a great painter; the «Furious bull» is extraordinary, by Eugene Verboeckhoven; F. de Villefroy presents a beautiful herd of oxen in the «Rue d'Allemagne a la Villette» the precise hand of Vollon (Antoine) is recognised in two pictures, «Still Life», «Marching day» and «Ships in the port» are two good pictures by Ferd. Willaert; lastly, two landscapes, one by Woe Wyld and the other by René Ménard are also of value.

Marcel Delon, French school, «Painting», «Sculpture». Glass cases painted by an eminent specialist; the elegant purity of the design, the luminous delicacy of the colours produces the idea sought after by the author.—Louis Testelin, French school, 1615-1655, «Lutte entre des amours et des enfants» gift of Adrien R. Rossi.—Alfred Paris, French school, «Across the Pampa» (Expedition to the Rio Negro, under the command of General Jules A. Roca). This painting was executed in Paris, to decorate the Argentine Pavilion at the Universal Exhibition of Paris, from studies done in the Argentine by a painter, who had made a close study of the Argentine soldier and his horse. This explains why, in an inexact and unnatural composition, there are some very true details.—Giuseppe de Rubelli, Italian school, «Fisherman's boat», at Venice 1884, gift of Dionisio A. Aldao.—Louis Poilieux-Sainte-Ange, French school, «The wreck of the Jeanette» Gift from Sylla Moussèur. This large canvas measures 4 metres in height by 5/2. It was in the salon of Paris, in 1884. The scene represents the moment when the Commandant Long, gathering up the American flag, salutes the remains of the «Jeanette» and is about to start with the shipwrecked on the Odyssey which cost him as well as 19 of his companions their lives. A precise work; composition, attitudes and colouring good.—Eduardo Martino, Italian school, «Iron-clad Almirante Brown». One of the best and most complete paintings of the indefatigable artist. A beautiful sky, an exact sea, which seems to be cut out in hard onyx, the work of a virtuoso, but deprived of unity, it has the second title of «I Paggi del mare».—Alfred Ph. Roll, French 1846, medal of honour, Paris, 1900, «Agriculture», 1889.—Téniers (David), «The old man», 1582-1649, Flemish school, «The good news», gift of Adrien E. Rossi.—Rossi, Italian school, «Affliction», gift from Felix F. and Jean A. Bernasconi. An expressive composition, eloquent and simple.—Pierre François «The King» (old man), French school, 1771-1862, «Mountain landscape» (1797), gift from Joseph P. Guerrico.—Flemish school (XVIII century) «Fruit», «Flowers and vegetables», gift from Adrien R. Rossi.—Ignacio Manzoni, Italian school 1838. «Still Life», gift from Adrien R. Rossi.

Arthur Dresco, 1875, «Bacchante», Statue in plaster, gift of the Ateneo. Bronze medal. Splendid debut of a young Argentine sculptor. A work of jesuit origin «Bust of a saint» (ruins of Misiones), gift of Maurice Mayer, in wood. Another of the same, gift of Jean B. Ambrosetti.

Plaster, Egyptian art (1500 years B. C.) «Head of Queen Taia», wife of Amanophis III, (XVIII dynasty). The original, discovered in the ruins of Karnak, is in the Museum of Bulak (Egypt), gift of Delphine L. de Viglione.—Arthur Dresco, Argentine, 1875, a study in plaster, 1898, gift of the author.—Achille de Dominicis, Italian school, «Roue d'irrigation» (Verone).—Ingeborg Westfeldt, Swedish, «Sunset», This pastel shows a first class colouring and technic. With the powder of the wings of a butterfly resting on the paper, it produces the sensation of immensity and the suggestion of movement.—Hilaire Degas, 1834, French school, «Harlequin dances». This is without doubt, the most modern work in the museum, the illustrious master of the impressionists is well represented with his audacious pastel. It is characteristic of the spirit that Degas calls «intentionniste»; he seeks the intentions of gesture and nothing else, his works, which at first sight, appear to be hardly sketched, represent great labour, talent and observation. The scene is one of the most expressive, and scarcely allows of the necessary detail, the logical detail given by the movement of the dance and the great distance that separates us, the spectators, from the scene.—Jane Eleonor

Benham Hay, English, study for the picture «A Florentine procession carrying a series of objects for destruction of Vanity by fire», XV century, 1867.—Adolphe Steinlein, Swiss, «The amateur», and «The lovers».—Bellange (Jean Louis Hippolyte), French school, 1800-1866, «The sentinel», gift of Dominique D. Martinto.—Piazetta (G. B.), 1683-1754, Italian school, «St. Philip, St. Peter, St. Andrew».—Bernardo Cellentano, Italian school 1835-1860 (attribution), «The Virgin and the Child».—Demetrius Galanis, grecian, «The toilette».—Gaston Prunier, French, «The cemetery of Plogoff» (Finisterre), 1903, «Raz Point» (Finisterre).—Jean Leon Palliere, French, 1923 (at Buenos Aires from 1838 to 1870), «Young creole boys examining a dead partridge».—Joaquín Sorolla y Bastida, Spanish school, silver medal, Paris salon 1895. «A sea dog». Head done by a master, for the firmness of drawing, brilliancy of execution and intensity of life; a strong water colour equal to an oil painting.—Eduardo Sivori, Argentine, 1847. «Chacra la Porteña at Moreno», «Baths at Moreno», two water colours full of delicacy, characteristic of the surroundings of Buenos Aires, of which the transparency is perfect.—Augusto Ballerini, Argentine, 1857. «Cerro de la Piedra movediza» (Hill of moving stone) at Tandil, sunset; the same subject, effect in grey; «Panorama of the mountains at Tandil». Three water colours which illustrate a picturesque part of the province of Buenos Aires, and which show at the same time, this phenomenon of statics which has given it fame and merit; the water colour that shows the sunset on the hill, is a master-piece; all three are very true.—Paul Renouard, French, gold medal, Paris «Rosita Mauri's class at the Opera». Paris.—Agujari (Tita), Italian school, «Paul and Virginia», gift of E. Schiavino.—Sancha, Spaniard, «The eldest sister».—Henri Vollet, French, silver medal, Paris 1897, «Menuisier anatémite», (crayon drawing).—Paul Renouard, French, gold medal 1889, Paris, «Dancer» and «Dancer seated at the piano».—Pierre Puvis de Chavannes (1824-1898), medal of honour, salon of 1882, Paris. «Head of a woman». The first decorator of the XIX century, is represented in the Museum, by a drawing in red chalk, of the sweet profile of a woman, given to his pupil, Edouard Schiavino, donor of the work.—Gavarni (Sulpice Chevalier), (1801-1866), French school, «...au Mont-de-Piété». The great satirist, who has poured treasures of observation and wit into hundreds of pages, and genial vignettes, has traced with his accustomed vigour, the silhouette of an extenuated woman, who goes weeping towards the Bank of the poor.—Gustave Doré (1833-1882), «Allegory of Peace», original cartoon, that makes allusion to the treaty of limits in 1881 between Argentine and Chile, executed at the command of the Argentine Government, to serve as model for the allegorical coat-of-arms, carried out by the goldsmith Froment Maurice and presented to the Minister of the United States, General Thomas Osborne, amicable mediator in the international negotiation. This water colour was one of the last done by the celebrated illustrator of Dante and Milton, the improvisor of a personal style, and possessing a dramatic notion of light and shade to the highest degree.—Allard Osterlind, Swede, silver medal, Paris 1889, «Alone».—Diogene Maillart, French school 1840, grand prize at Rome, «Portrait of Jean Richépin». Expressive portrait of the celebrated poet in his costume of magnate.—Joseph Chelmonski, Russian, «Night Guardian».—Charles L. Leandre, French, silver medal 1900, «The muse of Honore Daumier», 1900.

Javier Maggiolo, Argentine, 1875, «The Model», 1900.—J. Granié, «Head of a woman».—Nicolo Barabino, Italian school, 1831-1891, «Standing monk», study, variation of the picture «Christopher Columbus before the Council of Salamanca», «Man standing (study)».—Ernest Meissonnier (1815-1891), French school, grand medal of honour, Universal Exhibition of 1855, Paris. «Ambulant tinkers», this magnificent study was considered, at the auction of the sculptor Feuchères in 1853, «as the principal drawing that the author had ever done», and the Director of the Museum referring to the individuality of the artist said: «The ambulant tinker» is the true workman in the trade; examining his face one sees the attention he lends to all he does, as well as the profound track of the life he leads», this painting has all the conditions that made of Meissonnier the glorious follower of Ter Borch and Pieter de Hooch.—Claudio Lastra, Argentine, «Ishmael in the desert», Florence, 1855.—Albert Aublet, French school (1851), «To the salon».—Palleja (José Miguel),

Uruguayan (1861-1887), «Head of a woman», crayon sketch, gift of E. Schiaffino, another by the same author, «A negro's head», gift of Eduardo Sivori. Rousseau (Theodore), French school, 1812-1867, «A mill», «A woodcutter making a fire», gift of M. Vidich.—Paul Albert Besnard, French school, 1849, «Apparition».—Pío Collivadino, Argentine, «Head of a young girl» (drawing).—Auguste Corelli, Italian school, «Roman landscape», water colour.—Eliseo Meifren, Spaniard, 1857, 3rd. medal, Universal Exhibition in Paris, 1889, «Allegory of the Spanish-American war», gift of E. Schiaffino.

SCULPTURE IN WOOD.—Figure of jesuit origin, «St. Ignatius» (Ruins of Misiones), gift of Jean B. Ambrosetti.

Italian school. (1700).—«Judith victorieuse d'Holopherne», gift of Raphael Igarzabal.—Collection of portraits of Ignacio Baz, acquired by law number 4747 of the 26th. September 1905.—Reproductions of the «Breviarium Grimani».

Graciano Mendilaharzu, Argentine, 1857-1893, «History», original cartoon for the decoration of the Chamber of Deputies in La Plata.—Id., id., «Veritas».—Pierre de Ryng, Flemish school (1650), (attribution), «Fruit, Flowers, Vegetables and accessories», gift of Adrien E. Rossi.—Miguel González, series of 22 episodes on the «Conquest of Mexico by Hernán Cortés in 1519-1521». Oil painting on canvas, with incrustations of mother-of-pearl. Probable work of a Mexican painter executed under the Spanish dominion. Ingenious composition, cleverly carried out, by means of decorative, rapid and expressive characters. Clever working in of the mother-of-pearl. The gestures of the combatants resemble of Egyptian art. This interesting series of ornamental pictures was given by a private person to the old Natural History Museum at the time when Dr. Burmeister was director, but there are no documents, nor references about this subject.—«Vase of pale blue Sevres porcelain», decorated with the reproduction of the picture of François Le Moine (1683-1737, French school), called «Aurore et Céphale». This beautiful vase, made in the factory at Sevres, was presented to the Argentine government. It comes from the Presidency of the Republic.—«School of Nicolas Poussin», French school (1594-1665), «The indignation of Moses at the adoration of the golden calf», gift of Adrien E. Rossi—another «Moses erecting the bronze serpent».—Decio Villares, Brasilian, «Allusion to the Brazilian-Argentine fraternity», gift of the President of the Republic, Lieutenant-General Jules A. Roca (1900).

Ignatius Manzoni (Italian, 1802-1888), «Romeo and Juliette», gift of Adrien E. Rossi.—Jane Eleonor Benham Hay, English, «Study of drapery for the picture «A Florentine procession carrying a series of objects for the destruction of Vanity», by fire, XV century (1867).—Ignatius Manzoni, Italian, «Gluttony», gift of Adrien E. Rossi; another «Abstinence».—Italian school, XVIII century, «Massacre of the Innocents», gift of Joseph P. de Guerrico.—John Philip (1817-1867), English school, member of the Royal Academy, «Young boy shaving himself». This remarkable picture of a youth is painted with a very uncommon dash and passion.—V. de Pol, bas-relief in bronze, «Head of D. F. Sarmiento».—Frank Myers Boggs, North American, «The Thames near Greenwich», Paris Salon, 1887, An artist's vision and the sobriety of a master; the London climate with its livid appearance, where white is yellow, and grey proves the presence of coal, is admirably characterised in this picture of skilful uniformity. The movement of the water, rising at the passage of a tug, which drags after it many barges, is shown with marvellous precision.—Massino Tapparelli, marquis of Azeglio (1801-1866), Italian school, «The podesta of Padua going to meet Fra Giovanni of Vicenza», gift of Adrien E. Rossi. The remarkable writer and Italian statesman, who had, besides, all the qualities of a landscape painter, is represented in the Museum by an historical episode, in which the personages painted, in spite of their fame, do not hinder one from appreciating the real beauty of a magnificent landscape, wisely carried out, of which the vaporous sky harmonises well with the uneven and woody ground.—Juan de Arellana, Spanish sculptor, 1614-1676, (attribution), «Flower vase», gift of Adrien E. Rossi.—Severo Rodríguez Etchart, Argentine, 1865, «Still life».—Pueyrredón (Prilidiano P.), 1823-1860, Argentine, «Assassination of Don Manuel Vicente Maza», 1839, gift of P. Guerrico.—Gustave Courbet, French school,

silver medal, Paris Salon, «Tempestuous Sea».—One of many studies made by the master for his celebrated canvas «The wave». This picture belongs to the Rufino Varela collection, and was given to the Museum by Dominic D. Martinto. As the title indicates, under a tempestuous sky, the raging sea shows its enormous waves, livid and foaming, which rise gradually to the horizon. The tones of this painting are theatrical, and well in accordance with its dramatic character. One sees the technical energy of this great painter.—Martín L. Boneo, Argentine, 1834, «Head of an old man», study from nature.—School of Francisco Guardi, Italian school, 1712-1783, «Landscape with ruins», gift of Adrien E. Rossi.—Georgio Belloni, Italian, «Noon» (seascape) gift of Felix E. and Jean A. Bernasconi.—Emilio Longoni, Italian, «The sick sheep».—Adrien Van Ostade, Dutch school, 1610-1685 (attribution), «Dispute in a tavern», gift of Joseph F. de Guerrico.—French school, 1799, «Lot and his daughters», gift of do. do.—Victorien Bastet, french school, 1832, «The abandoned one», 1886 (marble bust).

Niccolo de l'Abbatè (1512-1571), Italian school, «Adam and Eve turned out of Paradise», gift of Raphael Igarzabal. Beautiful painting which has suffered from the ravages of time, and those of a vandalic restoration which mutilated the arms of Adam and those of the Angel. The elegant and refined nude of Eve, and the infantile expression of her face, are preserved and emerge from the invading shadows.—Ignatius Manzoni (1802-1888), Italian school, «The drinker», gift of Adrien E. Rossi. This jovial personage who appears to have escaped from a Flemish kermesse, is a sample of what Manzoni can paint, on finding himself before nature he gave full rein to his temperament. This painting is vigorous, saturated with the good humour of the Dutch and Flemish masters of impeccable arrangement, in the familiarity of his aspect; the general tone is exact, the relief energetic, and the whole picture animated and excellent; «Susanna and the old men».—School of Tiepolo L., Italian school, 1693-1770, «The triumph of Religion», gift of Joseph P. de Guerrico.—Raphael Collin (1850), French school, grand prize, Universal Exhibition of 1889, Paris, «Floreal». The master-piece of Collin will remain as one of the most beautiful of contemporary paintings. Executed entirely in the open air, this figure is spontaneously born, armed with all perfections. The unity of conception, is admirable as well as the harmony of execution in the subject; the impeccable drawing of this work gives it a place in no matter what epoch, as a model of elegant precision; the most subtle variations of form hidden under the skin, places this canvas in a rank apart, amongst the successes of the greatest masters. Puvis de Chavannes, when he visited the Salon said to the present Director: «I have just seen the nude by Collin; it is more than a graceful form, it is grace itself».—School of Guido Reni, Italian school, 1615-1742, «The rape of Europa», gift of Raphael Igarzabal.—Jules Nel-Dumouchel, French, «The bath», number 1776 (salon 1887, Paris), gift of Alexandre Amespil.—Antonio Mancini, Italian school, gift of the family Gallardo. «Pensive», painting of an artist affected in his mind. An excessively violent composition which is not in accordance with the subject. A trait of melancholy as if near to death, strays over the look of the young girl, and clashes with the violent colours of the whole.—Anna Schler, German school, 1879, «Roman landscape», gift of Adrien E. Rossi.—Edouard Richter, «Monna Belcolore surprised by Frank», Paris Salon 1879, gift of Charles Albert Mayol.—Dramatic episode of «La coupe et les levres», from Alfred de Musset. Captain Frank, disguised as a monk surprises the lover of Belcolore, finds her faithless and threatens to kill her. A theatrical work of clever technic and brilliant rhetoric.—F. Van Leemputten, Flemish school, «Fowls and ducks in the yard», gift of Adrien E. Rossi.—James Ward, English school, 1789-1859, «Terriers», gift of Adrien E. Rossi.

Van der Veiver, Flemish school, «Flock of sheep in the fields», gift of Adrien E. Rossi.—Palamedes Stevens, Dutch school, 1607-1638, «Cavalry combat», gift of do. do. Benjamin Netter (1811), «Sheep». This beautiful work, on a similar subject, differs singularly from that by Brissot; a less synthetical vision of nature, a more laborious composition, and technical treatment which seeks the polish of enamel, giving to this work an English aspect although the author was French and a pupil of Leon Cogniet.—Philip Roos (Rosa de Tivoli), German school, 1655-1705, «Landscape with people and animals», gift of Adrien E. Rossi.—Julia Wernicke (1860), Argentine, «Bulls».

Nobody would think that this beautiful study, solid and energetic, is the work of a woman; the appearance of the hair of the animals is very exact, but it is not the same with the back ground of the picture, which is negligent and conventional, the tones are worthy of a master.—Prilidiano P. Pueyrredón (1828-1880), Argentine, «Lavanderas en el Bajo Belgrano» (Washer-women in the lower Belgrano), (1865), given by Juan Calzadilla. This fore-runner of Argentine painters sterilises his personal aptitudes in an inadequate way, but his example and his premature action have not been in vain for the evolution of taste, which has developed and been accentuated since then. The composition of the subject, the characterisation of the women and animals and also the landscape, reveals the observer and the artist; on the other hand the execution is weak and the representation inconsistent. Anyhow, it is a local page which merits to be preserved.—Ch. Olivier de Beune, French, 1831, 2nd. grand prize in 1857, silver medal 1889, «Whoop for the wild boar».—Schgoer (F.), English school, «A hunt in the XVIII century», gift of Adrien E. Rossi.—Jan Van Snellinks (died in 1692), Dutch school, «Departure for the hunt with a hawk» (XVII century). A copy of a work executed in France, in a lordly park, during the reign of Louis XIV. In the fore ground an ethiopian slave, half-naked, proudly conducts a white mule, richly harnessed and laden with provisions; behind this group, is a magnificent stone fountain, crowned with a Triton after the style of Bernini; near by, is a servant defending his doublet against the attacks of the falconer, so absorbed is he, that he does not perceive the nobles descending from the steps from the Pavillion; in the shade at the foot of the steps, the palfrey of the host is pawing. An elegant composition full of grace and taste, smooth and polished like enamel.—Évariste A. Luminais, French school, 1819-1896. «A hunt in the IV century», gift of Philip Mayol.—Albrecht Adam, German, 1782, «Wounded General», 1903.—Felix S. Brissot de Warville (1818), French school, silver medal, Paris Salon, «The flock», «Sheep in the fields», two first class works, which characterise the two styles of the author; Brissot and Jacque are the two first specialists in France in the painting of sheep. The flock belongs to the first epoch of this painter, when he treated indiscriminately, all sorts of animals. The luminous and diaphanous sky is the best thing in the picture; the «Sheep in the fields», is a fine production of his second style and shows the supreme freedom acquired in the course of his work, by the eminent animal painter.—Maurice Hagemans, Belgian «The sheepfold».—F. Van Leemputten, Flemish school, «Fowls in the fields», gift of Adrien E. Rossi.

Fernand Cormon, French school, 1845, «The conquerors of Salamine». An original sketch, of the great picture ordered by the French government for the sum of 130,000 francs, which obtained the medal of honour in the Salon of 1887. The original of the picture may be seen at the Luxembourg Museum. This canvas measures 1'1 metres by 1'90 metres; it is executed in light and shade, with some white and sepia, and constitutes the most finished lesson of artistic perception. Not only does the composition develop definitely, but all the gestures and figures are impeccable and decisive. At the epoch of improvisation, through which we are passing, the aesthetic conception of Cormon will make more than one person meditate. Cavalieri Lodovico, «Interior of the Basilic of St. Andrew, at Carrare».—Reynaldo Giudice, 1853, Argentine, «The dinner of the poor» (Venice), Paris Salon 1885, A natural subject, destitute of all poetry, similar to the paintings of Pelez, the painter of misery—but without the painful melancholy of Geoffroy the painter of abandoned infancy. Picturesque arrangement, clever technic, and superficial observation.—Jeanne Rougier, «The month of Mary».—Edward A. Sain, French school (1830), «Spinner».—Sir David Wilkie (1785-1841), English school, member of the Royal Academy. «Old man reading», gift of Aristóbulo del Valle. Beautiful specimen of the most spiritual English painter; each touch is expressive and sure; the sobriety of the composition reveals a master of humour. It can be said that Sir David has been the Téniers of the english school. The great Delacroix when he visited London in 1825, recognised him as a real genius.—Francisco P. Michetti, Italian school, 1851, «Head of a young girl».—G. F. Barberi (Guercino), Italian school (1591-1666), «Magdalena», gift of Magdalene Dorrego de O. Basualdo.—Pio Collivadino, Argentine, «The hour of repose» (Rome, 1903), gold medal at the Universal Exhibi-

bition of St. Louis (1904).—G. E. Hicks, English school, «Cinderella» (on exhibition in London at the Grosvenor Gallery in 1883). A conventional painting, but in reality, well arranged; the execution reveals much spontaneity and the tones, the eye of the colourist. A little less sentimental affectation and this work would have been first class. The arrangement of the hands and body is really delicious.—Ignatius Manzoni (1802-1888), Italian school, «A battle», Manzoni, who, besides other delicious qualities as colourist and his vein of improvisation, was a clever imitator of the styles of others, is shown in this battle, the proceeds of Salvatore Rosa, and enlivens with a graphic theatrical passion, as is his custom, a whole multitude of warriors on horseback. This does not prevent the general effect from being excellent.—Gustave Michel, French school, 1851, medal of Honour 1890, Paris, «Blanche», in clay; head of a beautiful woman, of pure features, the melancholy smile brings the enigmatical style of Leonardo to memory. The firmness of construction, allied to the exquisite delicacy of type, reveals a great artist.

Fernand Cormon, French, 1845, medal of Honour, Paris 1887, «Electricity», 1889.—Jules J. Lefebvre, French, 1836, medal of honour, Paris 1886, «Architecture», 1889.—Ignatius Manzoni, Italian school, 1888, «The family», gift of Adrien E. Rossi. id. id. «Youth and old age», id. id.—A. Della Valle, «La vuelta del Malón».—Ernest Charton, French school, 1876, «El Vellorio» (Chile, 1840), gift of Joseph P. de Guerrico.—Salvatore Rosa (1615-1673), Italian school, gift of Adrien E. Rossi. «Alexander in the tent of Darius». A grand composition, historically not true, but majestic and solemn, the tent of Darius has a veritable style; the back ground red, light and transparent, characterises the style of the artist.—Ernest de la Carcova, Argentine, 1867, «Without bread and without work», 1894, Grand prize in the Universal Exhibition at St. Louis (1904).—Giacomo Favretto (1849-1887), Italian school, «Strolling musicians», Venice. The last of the great Venetian colourists who democratised his tastes and tendencies, abandoning the sumptuousness of the Veronese and of Paris Bordone, to shed his light on the humble inhabitants of Venice, the master-painter in whose veins runs the blood of Goldoni is worthily represented in the Museum by his «Strolling Musicians». This is the daily life in the street of Venice, surprisingly life-like to a witty and ironical eye; it is a page of popular customs so complete that, in the future, it will help to recall an epoch, and the conditions of life in that town; the drawing is sure, spontaneous and precise; the fleeting touch seems to have wings to distribute itself with efficacy on all the faces and all corners, an accent of light, lightly sketched on the canvas, provokes a smile, makes an expression brilliant, and animates a person. The colour is diaphanous and intense; the loud orange seems more vivid by the side of the pale blue of the sky, whilst a harsh red, a fiery carmine are dazzling in the vicinity of green, and all these strong tones discipline themselves, quell themselves, and dissolve in a general whole, without any discord in this rainbow concentration of colours.—Graciano Mendilaharzu (1857-1893), Argentine, silver medal, 2nd. exhibition of the Ateneo (1894), «The return home», gift of Valentine Seminario Mendilaharzu. This is surely the chief work of the artist; it has been composed with love, calculated, and thought out in all its details, so as to produce the greatest possible impression without exaggerating the effects; this picture would call the attention of everybody, if the subject were bright instead of being sad, elegant instead of rustic, affected instead of simple; the conditions of the work, its transcendent merits pass unperceived, because in this intimate scene of simple life, taken from life, and developed with its sad tenor, almost peaceful, with a sobriety worthy of the actors, art dissimulates itself, and effort disappears, fulfilling thus the greatest exigencies of works of art, in the strictest manner.—Armenise (Raffaelo) 1893, Italian school, «An Alchemist», gift of Felix F. and Jean A. Bernasconi.—Albert Aublet, French school, gold medal Exhibition in Paris 1889, «Near the Piano». A composition of which a different copy exists, in which the young Japanese, dressed like a European, occupies the seat of the auditress behind the piano. Aublet's painting distinguishes itself by its bright subject, the composition is delicate with the presence of Japanese, chrysanthemums, which decorate the interior. In this small picture, in spite of the excessive finish and implacable back ground, with its complicated accessories, the figures resist and preserve their individuality and relief,

without being absorbed by the furniture and decoration.—Sterner (Albert E.) North American, «Before the ball», gift of Edward Schiaffino.—Salvador Sánchez Barbudo, Spanish school, 1850, «The convalescent», typical work of a Spanish painter. The same model has served for all, men, cavaliers, clergy and cardinals; the same woman for the two principal ladies; these appear to be without life; the men smile with the same conventional smile; the background is a lacework in which the puerile arabesque takes the place of the absent surroundings. A metallic and hard composition.—José Villegas, Spanish school, 1848, «The minuet», a charming sketch inspired by Goya, in which the author uses harmonious greys. Confusion and mannerism.—Raymond Monvoisin (1794-1870), French school, prize in Rome 1820, gold medal at the Salon in 1831. Went to Buenos Aires about 1842. «Louis XIV and Mdlle. de La Vallière». Sketch for his great picture, done with much spirit inspired by the legend of the oak in the forest of Fontainebleau. Sumptuous colouring, expressive composition, simple and brilliant.—M. Alonso, terracotta.

Luc Olivier Merson. French, 1846, gold medal, Paris 1889, «Physics», «Chemistry», 1889.—Jules J. Lefebvre, French, 1836. Medal of Honour, Paris 1886, «Sculpture», 1889.—Jean Paul Laurers, French school, 1838, «Study» gift of Edward Sivori.—Castiglione J. B. Italian school (1616-1670), «Children and Fauns».—Auguste Boyer, french school, 1824, «Innocence».—Alfred Roll, French school, gold medal in the Salon, Paris, 1877, «La femme au taureau» exhibited in Paris at the Exhibition of 1889 and in the Salon of 1885. This great work is the most characteristic of the French painter. Roll appears to be exuberant in his robust temperament. In this woody corner, brightened with splendid light, one breathes, the nostrils dilate, the sensuous emanation of the earth, of the fruitful mother, filled with clamorous life, panting like a forge under the torrid summer sun. A young bull, spotted with dark colour, playful and conscious of his strength, comes trotting, pushing before him, with his muzzle the body of a bacchante, splendid with youth and beauty, fair as the harvest, agitated and lovable, a living symbol of pastoral grace that enjoys with every thing. The whiteness of her body, splendidly built, appears partly shadowed by the leaves of the neighbouring trees and receives the fugitive caresses of the reflections, around her sometimes golden like amber, and sometimes dying away in tones of lilac. The harmony which results from all the elements co-ordinated so as to produce the effect felt and foreseen by the author, arrives at the maximum of expression, and exhales in a triumphant chorus, the sensuous hymn to free life, happy and exuberant. The eminent critic Leon Forcaud, member of the Superior Council of Arts in Paris, in his important introduction to the work of Roll, said: «In 1885, the artist marvellously prepared, exhibited a master-piece of exquisite painting; namely the admirable picture which remains in the memory of the connoisseur under the name of «La femme au taureau». And further he goes on to say «the nude has inspired him to a great many magnificent studies, but his decisive work in this style is «La femme au taureau», of the Salon in 1885, which has gone to a collection in the Argentine Republic. I saw this splendid nude figure, with fair hair gilded by the sun and playing with a black bull. Are we in the presence of Europa or of Pasiphae? And after all what does it matter. Roll has more than legitimised his phantasy in presenting us with this picture of a seductive and marvellous ability. We do not seek literature there, where the author only wished to make a painting. Let us admire this living flesh, so pearly, which is so resplendent in the clear light. «La femme au taureau» is a first class work, which historians of art will mark down in their future books, and that is sufficient.—Evarist V. Luminais (1819-1896), French school, gold medal Universal exhibition, Paris, 1889. «Rape» (Salon of 1890). This picture, as well as being a superb decorative panel, is a curiosity as a work of rhetoric. Luminais has realised in this work, an achievement of composition, in operating the most ingenuous change of theme, even to transforming his picture into another perfectly distinct from it. This painting, or rather, the same canvas, framework and frame, figured before in the Salon of 1887, with number 1552, and called «Salvage». The primitive composition «Salvage» is completely transformed. The body of the drowned person, the shore and back ground have disappeared; there only remains the torso of the rescuer, the same gesture converted into that of rape. The trousers

nave disappeared, the bare legs open and vigorously actpress the flanks of a robust horse, in the of crossing a stretch of water. The inert body of the drowned person, is transformed into that of a very beautiful woman who defends herself and who cries out. The absolute nude of the actors of this drama, the floating strand of red hair on the neck of the man, removes the scene and places it in the far away times of the Gauls. The simultaneous presence (unusual) of two stamps of the Salon, one of 1887, and the other of 1890 on the framework of the picture, together with the identity of the torso of the principal actor of whom the attitude, the figure, the gesture and movement are exactly the same, the position of this torso in the same place on the canvas, are three proofs which coincide in a way so evident, that it is not possible to doubt that, one finds oneself before the same canvas, modified completely. This deduction is corroborated by the wear due to the scraping, precisely in the right centre of the group, where the superposition exists of two bodies equally white. The picture which was rubbed out was certainly inferior to this one, although picturesque and grand and painted in an energetic way.—Alexis J. Mazerolle (1826), French school, «Psyche at the stream». The elegant decorator Mazerolle has represented, in an exquisite style, the seductive wife of Cupid. In the solitary density of a flowered wood, young Psyche wanders, smiling and ingenuous, attracted by the murmur of a crystal stream, she bathes her fingers in the running water, making her moth wings glitter palpitatingly. The beautiful body, ideally chaste seems to be modelled by the Graces, and the infantile face is illumined with the pure and candid expression of the eyes, as might be that of a flower. The splendid frame of foliage which envelops the goddess with its reflections has been so very well executed, that it exists in itself alone, outside of the principal subject. The painter, loving foliage seized the pretext to create large and beautiful leaves of translucent web, and iris with petals of silk.—Octave Tassaert (1800-1874), gold medal, in the Salon of 1849, Paris. «Venus and Cupid». The great painter of misery, who puts his highest qualities of drawing and colour, and the profound emotion of his aching soul, at the service of humble dramas which have for scenery, the dismantled garrets, and who ends his life voluntarily, asphyxiating himself, at the age of 73 years. Alexander Dumas (son) who discovered his talent, has in his collection, 40 works of the artist; the celebrated writer assures also of the preservation of his mortal remains in a tomb erected at his expense. The eminent critic Ernest Chenau, dedicated some emotional pages to the romantic painter; he wrote at the time of his death: «Well, Tassaert is one among the eight or ten artists of the century, whose works to day despised, posterity will gather, to place them in the Louvre, when no more notice will be taken of the present favourites of Fortune.» Among his subjects of a melancholy style he has left some of mystic and mythological style. «Venus and Cupid» is like a cameo, and shows exquisite shades of tones on the nude flesh, analogous to the sky blue tint of old ivories.—Charles Chaplin (1815-1891), French school, «Pensive» a variation of the picture «Souvenirs», which is in the Luxembourg Museum; the exquisitely decorated who has gathered up the brushes of Boucher, gives consistency to his fancy of languid juvenile grace. The audacious opposition of the shadow projected by the face on the rose cushion, although conventional and improbable, is within the harmony adopted by the artist. A real enchantment emanates from this strong evocation, subtle like a perfume.—Henry Gervex, French school, 1852, silver medal, Paris Salon of 1874. «The Parisian in her toilet chamber.» The celebrated painter of Rolla and of many other subjects in which he places the contemporary nude, with a modern accent which is the seal of the author; close by the fire he places a blonde and nude Parisian, so as to realise a series of shades in a tone of fine greys; two full tones divide the high image vertically; the cold light of the morning penetrates through the balcony and bathes the back of the woman; a transparent and soft darkness which models the front of the body, is only interrupted in its monotony by the reflection of the fire; the white spot of the chemise that slips, and the abundant golden hair are the frank notes of this delicious silent symphony.—Luca Giordano (1632-1705), Italian school, «Apocalypse of Judith». Beautiful study for a ceiling; this study is in the pagan style, that is, in the sentiment of the epoch. Luca Giordano, reveals himself

there in a most complete way as a notable decorator. The figure occupies, in the rectangle of the canvas, just the position, that a professor would certainly not have imagined, this would be asking much, but would have wished to discover so as to make a brilliant essay; Judith appears to be comfortably lying on a cloud; the head and the feet, the scimitar and one of the angels who balances the composition, are at an equal distance from each of the four sides of the rectangle, as if the compass had determined the position of the principal personage. Evidently this has been so, and this ought to be so; equilibrium is the capital point of the composition, but it does not appear so in an ostensible and evident way; artifice demands modesty and dissimulation, mystery suffices to make one believe in chance. This much for the composition, but now about tone and colour, the master is impeccable. Without doubt, all is equally calculated but with a supreme art. The true colourist, who is alone a good decorator, solves the question of light in a perfect manner. The nude bosom, the covered body encircled with a magnificent girdle, the bent knee, accentuated by a golden garter worked with purple, and the bare foot, constitute a gradation of light, alternating with intermittent shadows, which dissipate the beauties in one corner of the picture; in the other, the dark line of the scimitar, the hand, an arm of which the sinuous outline interrupts a floating gauze which interposes itself, the face of Judith and the head of Holophern elevated in the air make alternatives of shade and light with the intermediate semi-tints of a pretty effective decoration. For the science of the composition; and the profound sentiment of the distribution of colours, this would be the first decorative canvas in the Museum, taking into account this, that the sketch, for a canvas of such large dimensions, shows us this work only through a reducing glass, we must conclude that Judith, executed on a ceiling would easily fill the exigencies of decoration for a large building. Some day when this Museum has its own building, then it would be wise to reproduce on the ceiling of the vestibule of honour, this wonderful allegory, in a natural size, as a homage to the author who painted it, and to which also the biblical symbol «to the art that triumphs over barbarity» is applicable.—Ignacio Manzoni, Italian school (1888), «March of slaves», gift of Adrien E. Rossi.—Gerard de Lairesse, Dutch school (1640-1711), «Combat des Centaures et des Lapithes aux noces de Hippodame», gift of Adrien E. Rossi.—Domenico Morelli, Italian school (1826), «Danae».—Dominique L. Papety, French (1815-1849), grand prize in Rome, 1836, «At the bath», gift of the Academy of Arts.—Nicolas Vloughels (1669-1737), French school, Director of the school of France at Rome in 1724, «Diana and Endemyon», gift of Inés O. B. de Peña. The chevalier of Vloughels, comrade of Watteau, is a frivolous and light painter, but graceful and amiable. This composition inspired by Veronese, is without doubt somewhat rough in outline for so large a canvas. It has decorative sentiment and an elegant facility. French school (1800), «The bath».—Adrien Van Utrecht, Flemish school (1599-1652), «Tobie et l'Ange», gift of Adrien E. Rossi.—Ferdinand Humbert, French (1842), medal of honour, Paris, 1900. «Rapt de Dejanire».—Raphael Collin, French, grand prize, Paris, 1889. «Nonchalance», 1901.

Eugene Ciceri, French, 1813, «Chemin de Marlotte (Fontainebleau)».—J. B. Corot, French (1796-1875), «The Morning».—Ricardo García, Argentine, «The Afternoon» (Bretagne), Salon of 1901. Paris, silver medal at the Universal Exhibition of St. Louis, 1904.—Rawley Mendes, «The bay of Rio de Janeiro», 1900.—Ignatius Manzoni, Italian school, 1888, «Mountain landscape» gift of Magdalene Dorrego de O. Basualdo Charles Marko, German school, 1895, «Landscape» gift of Emile Nouguier. —Frederick Montenard, gold medal Universal Exhibition of 1889, «The port of Buenos Aires». This picture of 2'24 metres 3'48 m. was painted in Paris from a photograph of the Riachuelo, for the Argentine Pavilion at the Exhibition in 1899. Because of the knowledge and practice in painting analogous subjects in the south of France, this interpretation at a distance, has as well of truth that satisfies one.—Fernand Cormon, French, 1845, medal of honour, Paris, 1887, «Astronomy». 1889.—Filippo Carcano, Italian school, 1840. «Fishermen on the shore», gift of Angele L. de Gallardo, Joseph L. Gallardo and Angel Gallardo.—Angela della Valle, Argentine, «Un Potrero», Minister of Public Instruction, 1902.—Jan Both (Both of Italy), (1610-1652), Dutch school, «Italian landscape». A

pretty specimen of classical landscape which depicts a landscape in perspective between the spectator and the horizon, cleverly made to look far away by the large shadow projected, which bathes the ground. Both of Italy, rival of Claude Lorrain distinguishes himself by his warm and transparent tones, by the arrangement, richly copious, and above all by the «Styles» of which the presence in the landscape proper, confirms once more the fact that there is no inferior aesthetic genre without inferior qualities.—Amédée Baudit, French school, «Farm road in the surroundings of Pons», Paris Salon in 1877. Vision of a landscape passably dark that due to a dull palette, but of uncommon robust conditions in the arrangement of the ground, which seems to be cut in part with a solidity that is impressive.—Martin A. Malbarro, Argentine, 1868, «In full Nature». Minister of Public Instruction, 1902.—Eugene Gignous, Italian school, 1850, «Autumn landscape», gift of Felix Bernasconi.—Ernest Charton, French school, 1876, «Panorama de la Cordillera de los Andes», gift of Joseph P. de Guerrico.—Giuseppe Mitzanetti, Italian, «Twilight».—August Ballerini, 1857, Argentine. «La Cascada de Iguazú». An original study painted on the site, which represents the wonderful Argentine cataract. Those who know the work of Ballerini, executed in the space of some years, those who recall the remarkable water-colours which give him fame, know that his impressions as landscape painter before nature, denote an artist, well dowered, and a true virtuoso. Ballerini improvises, with brushes in hand on a determined subject, as others do with words; he surprises nature in her varying and most rapid moods, as if all his person, short and robust, were a mechanical receptacle sensitive to exterior images. A temperament exceptionally impressionable, he ought to satisfy himself in absorbing and assimilating the perfumes of things, without trying to penetrate them; like others more or less famous, he patiently destroys what he constructed at first, and without apparent effort. Finally, in talent he lacks judgement.—J. Stadler (died in 1856) German school, «Landscape». A luminous and stony ground which seems to be striped in mosaics, and an airy and vaporous sky. The exquisite quality of tone and the freshness of colour produce a perfectly diaphanous effect, which would seem to be incompatible with the resources of painting, if such examples did not exist to affirm it. One of the most surprising is the «Park of Sheep», by Millet, with its hypnotising reddish moon hanging in space.—August Ballerini, Argentine, «Venice by night».—Lorenzo Delleani, «Surroundings of Turin», gift of Ferrucio Stefani.—Paul Schmitt, French school, 1856, «Valley of Morin». Clear and simple vision of nature, expressed with the greatest simplicity. The eye passes over the course, and the spirit reposes in the transparent and fresh shade which invades the ground, and listens to the murmur of the foliage of the poplars.—Edmund Petitjean, French school, 1844. «The village of Antigny-Latour (Vosges), 1888.—Jean B. Corot, French, (1796-1875), «The afternoon».—François L. Français (1814-1897), French school, medal of honour, Universal Exhibition in 1878, and Salon of 1890, Paris. «Shady River», the illustrious landscape-painter, last representative of the Pleiades, who were called the School of Fontainebleau, has a magnificent study in the Museum, dated 1884; it is really more than a study realised by the glorious artist, who died at a very advanced age consulting nature with fervour during his whole life. This canvas would be a beautiful study, intellectually for students, if it had not at the same time a fine manifestation of high painting. As the title indicates, the question is of the effect of shade. The sun, is resplendent outside, and the contrast accentuates itself under the tint of green which covers the river; in the interstices of the foliage, the gold of the sunrays shines at great intervals, whilst in the calm twilight, the trunks of the trees elevate their skeletons; the accustomed eye, after a moment of contemplation, distinguishes and determines as in a real forest, the thousand details of vegetation; the leaves are differently lighted, some directly and others by reflections; over the rocks which interrupt the flow of the river, is thrown a suspension bridge; in the water one distinguishes the naked bodies of two men who bathe, close to some water-lilies, the green glaucous discs of which, float motionless and crowded together. The science of the drawing, the perspicacity of the observation, the freedom of execution, places the old painter in a rank apart, who seemed to play the very flute of Pan, and found in a hollow of a poplar, the murmur of the

forest and they voices of captivating Dryads, his companions in work.—Leon G. Pelouse (1840-1892), French school, «Twilight». The lamented landscape-painter, pupil of Français, is represented in the Museum by one of his most beautiful works. The immensity of the profound and luminous sky, the great trees treated in simple masses, the whole conceived with unity of vision, without vacillations and regrets, denotes the deliberate work of a master, resolute in his convictions.—Eliseo Meifren, Spaniard, 1857, 3rd. medal at the Universal Exhibition in 1889, Paris, «Silence».—Victor Gilbert, French school, «A peasant watering».—Eugene Isabey, French, 1803-1886, 1st. medal, Paris Salon, «Landscape of a village».—Raymond Q. Monvoisin, French, 1794-1870, prize of Rome, 1820, «Study of a landscape».—M. Alonso, «Wounded Indian», in terra cotta.

Adolphe Brune (1880), french school, «Saint Catherine praying». The author of this picture, received the praise of Baudelaire, who compared him with Guercino and Carraci. The expression of candour and the fervent vehemence in the gesture of this praying virgin, shows an inspiration of good standard, united with artificial conceptions of juvenile grace. Unfortunately the preservation of the painting leaves much to be desired, above all the dark tones, painted with bitumen, are very much broken away.—Gerónimo Benet (Jesuit), Spaniard, 1700, «Allegory of the life of St. Anthony of Padua».—Juan de Joanes (1505-1579), Spanish school, «Ecce Homo». The most remarkable canvas of the collection of Don Andrés de Lamas, is a beautiful picture of the most beautiful. Secured as an original of Murillo, it conserved this designation until the direction thought it their duty to reattribute this magnificent work to the genius of Juan de Joanes. This error of designation was due to the analogy which exists between this Ecce Homo and other works by the celebrated Spanish painter. The anatomical construction of this torso, the sensation of the skin adherent to the muscle, with such marvellous precision, the mystical expression of the tortured one, the harmonious sobriety of tone and the serenity of the composition, betokens an incomparable master.—Spanish school, 1700, «The Virgin of Buen Ayre» (La Virgen de Buen Ayre). A donation from the Convent of San Francisco de Córdoba. The Virgin of the seamen, to her Buenos Aires owes its name; derived from the school of Murillo. In the sub-title, it is mentioned that this image is venerated in the Royal College, Seminary of San Telmo de Sevilla, and that Don Louis Salcedo y Azcona, archbishop of Seville (1723) concedes indulgences in return for... etc. This canvas preserves the traces of cuts made across the canvas to fix in the silver jewels in Louis XV style, which adorn this image just like a barbarous icon; crowns, ear-rings, bracelets, necklaces and silver crosses.—Joseph Meynier, French school, silver medal, Paris Salon, «The sleep of Jesus» and «The dead Christ». This beautiful ornament for an altar (This is a diptych) embraces in its two canvases the period of Christ's life; in the upper part the Divine Child sleeps tranquilly in the lap of His Mother, lulled by the voices of a choir of Angels; whilst lower down, as in a crypt, the inert crucified Body lies extended. This Christ, of a waxen pallor, and of noble form, lies full of august majesty. The drawing is impeccable, and the execution tender, as is due to the nature of the subject; the virgin is very human, but wanting in style, her face has too a modern seal, as if it were the portrait of a middle class mother.

Graciano Mendilaharzu, Argentine (1857-1893), «The head of St. John the Baptist» one of the most complete paintings of the unfortunate and clever Argentine painter. This head of John the baptist, enveloped in its traditional mystery, evokes the remembrance of great masters, the style-set of Vellon and Bonnat whose advice Mendilaharzu followed. Similar paintings make one regret the premature death of this talented painter, who has left beautiful pages in the book, recently printed, of Argentine paintings.—Mateo Cerero (1635-1685), «Mystical Marriage of Saint Catherine», gift of Adrien E. Rossi.—Barthelemy de Bruyn, German school, «Adoración de los Magos», gift of Adrien E. Rossi.—Copy of Raphael Sanzio, Italian school (1483-1520), «The Transfiguration», gift from id., id. Jules Joseph Meynier, French, 1826, «Mary praying», 1885, Paris Salon, 1885.—Jacobo da Ponte, Italian school (attribution), «The Supper», gift of J. P. de Guerrico.—Daniel Crespi, Italian school (1590-1630), «The Presentation to the temple in the arms of Simeon», gift of Adrien E. Rossi.—Spanish school, 1730, «Altar of the Virgin Mary»,

proceeding from Misiones.—School of Hans Memling, Flemish (1435-1495), «The Virgin and the Child» (Gothic-Flemish frame, composition of A. Bonetti).

Raymond A. Monvoisin, French (1794-1870), prize of Rome, 1820, «Don Juan Manuel de Rozas», in 1842, found at Boulogne-sur-Seine, in 1903.—Franklin Rawson, Argentine, «Portrait of William Rawson», in 1839, gift of Paz M. Rawson.—Ignatius Manzoni, Italian school, 1888, «Portrait of a man», gift of Adrien E. Rossi.—Mariano Agrelo (1836-1891), Argentine, «Head of a man» (academical study). Agrelo studied at Florence about 1861; he returned to Buenos Aires in possession of the knowledge which is so evident in his canvas; he exhibited some nudes, which were received with such indifference, that his enthusiasm as an artist became cold for always. With Pueyrredón, Claudio Lastra, Sheridan, Franklin Rawson, Boneo, he is the forerunner of Argentine painting to whom opportunity emulation and the appreciation of the public, was denied for works that require, more than preparation and talent, namely pain and effort, the obligatory tributes of all creation.—Prilidiano P. Pueyrredón, Argentine, (1823-1870), «Portrait of Miss Rozas», gift of Joseph P. de Guerrico.—Edward Schiavino, Argentine, 1858, 3rd. medal at the Universal Exhibition in Paris, 1889, «Margo», gift of J. T. del Valle.—Hyacinthe Rigaud, French school (1659-1743), «Portrait of a woman», gift of Carlos Vega Belgrano.—Bertha Burgkan, French, «Head of a young girl», 1888.—Edward Sivori, Argentine, 1847, «Portrait of the artist», gift of the author.—Jean Paul Laurens, 1838, French school, medal of honour at the Paris Salon in 1877. «Head of an old man», XVI century. The austere and energetic painter of Merovingian dramas and of Inquisitorial tragedies, is represented in the Museum by the head of an old Jew, carefully arranged.—Alfred Roll, 1846, French school, gold medal, Paris Salon, 1877. «Portrait of Alexander Dumas» (son), gift of Aristóbulo del Valle. A preliminary study for a very large sized portrait, which has not been finished. An excellent likeness of the celebrated writer, is seen front face with the flowing cravat, surprised by the painter in his favourite spot where he was accustomed to work. The expression of the face is admirably true, the Mongolian shaped blue eyes, looking in front of him, with the fixed tranquil gaze of a robust animal in repose. There are not many portraits of this class, where the individual temperament springs up and imposes itself on the spectator with this force. It is the most complete Dumas that we know without excluding that of Bonnat.—French school, XVII century, «Portrait of a magistrate». Spiritual head, intensely impregnated with humanity. Young magistrate or galant abbe, this physiognomy, feminine and ironical, imposes itself on the soul of the onlooker like some familiar guest. The arrangement is delicate and the material employed is also diaphanous and transparent. The anonymity which still envelopes the name of the author troubles and disquiets like the forgetfulness of a name that one has at the tip of one's tongue.—Charles van Loo, French (1705-1765) (attribution), «Mary Leczinska», Queen of France.—G. B. Moroni (1520-1572), Italian school, «Portrait of a Venetian archbishop» gift of Adrien E. Rossi. A vigorous painting of an energetic dignitary, whose menacing face would not be in accordance with the breviary he has kept closed, if one does not know that it treats of a militant prelate of the Italian Renaissance, priests' dress of which epoch scarcely dissimulated the soldier they cover. The face is wanting in distinction, but above all it is haughty.—Domenico Morelli, Italian school, «Portrait of a woman» an unfinished evocation of the image of a dame in 1860, whose simple attitude, crossed arms, and the vaguely ironical smile which animates her face, seem to indicate an intimate acquaintance of the artist. This painting is a preparation in the light tones preferred by Morelli, and of which the conditions of feeling explain the signature of the artist, and the date in one corner of the canvas. Alonso Sánchez Coello, (1515-1590), Spanish school, «Portrait of a princess», gift of Adrien E. Rossi. Interesting likeness of a haughty princess, badly-treated by time, but the rare precision of the drawing is very visible, specially in the brocade dress and the jewels which profusely adorn it, to neutralise the ravages which have altered the face and hands. The absolute perfection of the representation of the jewels and embroidery nearly effaced, of the superb dress, makes one regret the vanished beauties.—Bartolomeus van der Helst, (1613-1670), «Portrait of a Burgomaster». This magnificent portrait was first attributed

to two of the most celebrated painters; Rembrandt and Rubens; the Direction of the Museum has chosen in favour of a third name not less celebrated, that of Helst, because it was considered to be the most probable. The harmony of the work, the tranquil dignity of the seated personage, the concentrated life in the face, the freshness of this same face (the hands are exquisite), make a superb example of fine painting.—Ignatius Manzoni, Italian school, 1888, «*Ruy Gómez de Silva*», gift of Adrien E. Rossi.

Cesare Biseo, Italian, «*En el Palatino*» (aqua-fortis), gift of the Minister of Public Instruction in Italy.—Jules Jacquet, 1877, «*Mdme. Récamier*», engraving.—L. Calametta, «*The Virgin enthroned*» (Palais Pitti).—Paul Helleu, French, Mdlle. F... (dry point etching).—Jean Veber, French, silver medal, 1900, «*The law protects Fortune*» (Lithograph).—Ferdinand Gaillard, French school, (1834-1887), «*Portrait of Leon XIII*», 1880, pen etching.—Richard Ranft, Swiss, «*Young Lady*» (aqua-fortis in colours).—Albert Bertrand, French school, «*The embarking at the Isle of Cytherea*», interpretation in colours, in aqua-fortis from the painting of Watteau, (French school), 1684-1721. Artist's proof, on Japanese paper, with the autograph signature of the author.

Edition Pellet, of 50 examples.—Jean Patricot, French school. Grand Prize in Rome, engraving, in 1886, gold medal at the Salon of 1895, «*Medea and Jason*», interpretation in pen and aqua-fortis of the painting by Gustave Moreau (French school), 1826-1898, Artist's proof on parchment, signed by the author. Idem «*Madame de Senonnes*», interpretation in pen and aqua-fortis of the painting by Ingres (French school, 1870-1867), Artist's proof on parchment, with the signature of the author.—Jean G. Ville, «*Abel François Poisson, Marquis de Marigny*», engraving.—A. M. Gilli, Italian, «*Marguerite de Savoy*», aquafortis, gift of the Minister of Public Instruction in Italy.—Malheste and Dupreel, «*The Emperor in state costume*», designed by Percier, engraving.—Eugene Carrière, French, grand prize 1900, «*Mademoiselle Marguerite C...*», lithograph.—Giovanni Battista Piranesi, Italian (composed of 1180 engravings), donation of the Minister of Public Instruction in Italy.—Manuel Robbe, French bronze medal, 1900, «*The bouquet of violets*», pen sketch in dry colours.—Serafino Speranza, Italian, «*Humbert I, King of Italy*» (pen), gift of the Minister of Public Instruction in Italy.—Lionel Le Couteau, French medal of honour, Paris, 1899, «*The Binders*», by J. J. Millet (aqua-fortis, Japan).—Alfred Muller, «*Two little children playing in a garden*», aqua-fortis in colours.—Paul Berthon, French, «*Study of the nude*», lithograph in colours.—Edgard Chahine, Armenian, bronze medal, Paris 1900, «*A Vagabond*», aqua-fortis in colours.—E. Armand Mathey-Doret, French school, «*Portrait of Giovanna Tornabuoni*», interpretation in pen with aqua-fortis from the painting by Ghirlandajo (Italian school 1449-1498) Artist's proof on parchment, with the autograph signature of the engraver.—Alexander Lunios, French school, «*Flemish dancers*», gift of D. D. Martinto. Original lithograph in colours; first proof with the autograph signature of the author.—Alfred Brunet-Debaines, French medal of honour, Paris 1899. «*Funeral of Sir David Wilkie*», by W. Turner (aqua-fortis, Japan).

Ruiz-Luna, «*Neptune*», Rome.—Aurelio de Figueiredo, Brazilian, «*Idylle*», gift of the author, 1900.—F. Vinea, Italian school, «*A Swiss*» (1882), gift of Lucio Correa Morales.—Graciano Mendilaharzu, Argentine (1857-1893), «*Onyx vase and Flowers*», gift of Carlos Vega Belgrano; id., id., «*Bananas*», id., id.—C. B. Tiepolo, Italian (1696-1770), (attribution), «*Bishop martyr*», gift of Emile Goldaracena.—School of Guido Reni, Italian (1575-1642), «*Aurora and Thytus*», gift of Adrien E. Rossi.—Paul Albert Besnard, French school, 1849, «*Copper Foundry*».—C. P. Deiker, German, «*Dog's head*», gift of Marguerite Kriekow.

Private galleries of paintings.

(So as to develop this part of the work, we have thought it convenient to give a brief account of some of the picture galleries, which, although private, represent nevertheless, a rich collection of pictures and art objects,

they are accessible to amateurs and artists, who ask permission, of their respective owners, to visit them.)

These galleries prove the existence of an artistic current, which high society increases each day more and more; thus proving that in the Argentine as much taste is cultivated with agricultural products as with the delicate flowers of art.

Collection of Mr. Santamarina.—Santa Fe street No. 958.

The collection belonging to Mr. Antonio Santamarina is one of the most beautiful and richest in Buenos Aires, and he who may visit it will be certainly astonished to find so many works of art signed by the best known names of Spanish and modern French painters, in a private gallery.

Above all the family portraits draw one's attention, Mr. Santamarina Senior, and Mrs. Santamarina by Zuloaga.

The great painter of Spanish women has portrayed marvellously the gracious and bright smile, marked with feminine intelligence, of Mrs. Santamarina. And this painting, placed in a good position, seems to preside over this artistic centre.

The collection has besides, many canvases by this painter, particularly a large picture which shows the type of a Spanish artiste on the stage.

Like other Spanish painters, Sorolla and Bastida, are represented by two richly coloured canvases, which recall the vivid colours of the south of Spain.

A beautiful young girl with garlands of flowers, bears the signature of Pradilla. Domingo paints conscientiously, Spanish women assiting at the performance in their boxes, form a mass of beauty. A drawing of Jiménez Aranda is found in a small canvas which represents an old man in a frock coat. Benedito, the brilliant pupil of Sorolla, is recognised in the picture which represents an old man and his son. Another picture of the same painter is in pretty colours. Barbudo and two good works of Goya are to be seen. Of serious colouring and strong expression with a profound study of details are the two ecclesiastics by Villegas. Another canvas that attracts attention, for the expression which seems to have been fixed instantaneously, is that by Casanova y Estorach, representing the head of a priest.

In the principal gallery, two magnificent pictures by Eugene Carrière impress one, «The Sculptor» and above all a «Christ», in which the figures blend in the shadows, thrown with an intense effect, as desired by the artist. «The party of Bridge», by Caro Delvaille, is a charming whole, of expression and colour. The Breton scene by Simon is a fine study of the costumes and figures of the «Bigoudens» of the ancient province. Henner has filled with poetry his «Head of a young girl», and Raffaelli has painted vigorously a

«Man coming to cut the trees». With Harpignies we assist at «Passing the ford» charmingly delicate, while by Neuville, pupil of Detaille, we have his hunters on foot, painted with a vigorous naturalness most surprising. We come back to poetry with the angelical figure of «Innocence» by Bouguereau, and an intimate scene by Ribot. The nude woman, signed by Chaplin, is a good study in colours, and the ways of Roybet are recognised in the «Trumpeter», Joseph Bail, has a small picture, in which the light plays on copper, but it is weak in drawing and expression. Some good landscapes are signed by Le Sidaner, Thaulow and Rousseau. Ch. Jacque, as always, paints fine fowls and pigs; Defaux paints fowls, and Lhermitte, sheep. Ziem, shows a canvas full of sun and fresh colours, which makes us dream of fine rows in a gondola. Lastly to give a piquante note to this beautiful collection, Forain, the inimitable Forain, has sketched scenes in the wings that Zola might have described.

A third gallery is formed with paintings by Tassaert «Bad News» full of expression; «The Mill», by Jules Dupre; «Andresy», by Daubigny; «The Market» by Isabey; There are works by Corot, Ziem, Dias, Delacroix whose «Mass over the tomb» is truly a master-piece; by Jongkind «Harrowfleur»; Fromentin, Boudin, by Daumier «The Suitor» in which is seen the caustic spirit of the master; Brissot, Meissonnier who painted «A dragoon of the Spanish Army»; «La Toilette», by Fantin-Latour; Ribot, Decamps, Carrière, Diaz, etc., all well-known names, which give an idea of the value of the collection.

Lastly, the visitor will stop before the beautiful marble by Boucher, which adorns the vestibule, and then ends his visit with the impression of having seen one of the best collections that a private person may form, when he possesses indispensable wealth, and has good taste.

Gallery of the heirs of José Prudencio de Guerico.—Corrientes, 537.

This gallery is not only an amateur collection, it is a real Museum, in which a dilettante of refined taste has collected works chosen from great contemporary painters, and some of the old masters. It is considered one of the first galleries in South America.

The dominant note is the french school. The most distinguished interpreters of nature or the great landscape painters such as, Gustave Courbet, Daubigny, J. B. Corot, Diaz, Harpignies; Trouillebert, Lhermitte, are represented by one or two canvases, of great merit.

We will commence the description of this beautiful gal-

lery with the hall, constructed specially for this purpose, and which is the entrance to Mr. Guerrico's sumptuous house.

I. HALL.—A. Meissonnier, celebrated drawing of Marshal Ney.—Jules Lefebvre, «Diana surprised», from the Paris Salon, 1879, considered the master-piece of this painter. Jules Claretie speaking of this painting says; «The foreigner has taken the Diana which should have embellished our Luxembourg... In 1883, Lefebvre had the medal of honour which he should have received for his «Diana surprised» (see «Contemporary painters and sculptors», by Jules Claretie), Th. Veron, in his criticism on the Salon of 1879, says, «Why has «Diana surprised», been allowed to be taken away? The foreigner, more intelligent than the French administration, has had to pay its weight in gold for this work. Mr. Lefebvre is a poet in every sense of the word and has an elevated style.» Gabriel Ferrier, «The Spring», fine canvas of the Salon 1881, worthy to be admired, which comes from the Secresta collection.—Ziem, two large inimitable paintings.—Ch. Jacque, five pictures, all interesting, representing sheep, fowls, cocks and horses.—Eugene Lambert, two beautiful canvases representing kittens.—F. Roybet, a good picture.—Fortuny, two exquisite works.—Isabey, a seascape and the interior of a church.—Henner, two paintings which attract one's attention.—Ribot, «Head of a woman», full of life.—Lynch, «Lady Godiva».—Th. Weber, a seascape.—Sánchez Barbudo, two pictures that do not need describing.—Kaemmerer, a painting full of sunshine.—Van Marcke, two cows.—Alfred Stevens, a sunset of much effect.—Louis Deschamps, the head of a young girl, and of a young mother.—R. Goubie, «Brood mares», from the Salon in 1889, R. de Madrazo, a beautiful head of a woman.—I. Boudin, a sailor.—L. Spiridon, two pictures, a picture by each one of the following masters: A. Vollon, Yongking, Esquivel, Emile Bayard, F. Vinea, Roman Rivera, A. Pasini, Heilbuth.—Edward de Martino, two historical pictures. the Naval combat, July the 30th., 1826, at half past ten in the morning, between the ships *25 de Mayo* and *Nicteroy*, *Caboclo* and *Itapurua*. The same combat at a quarter past one in the afternoon. Nothing remains except the ships *25 de Mayo* and *Caboclo*. Besides all these pictures, the hall contains a beautiful collection of Marbles, bronzes, terracotta, antique furniture, armoury, ivories, all arranged with good taste. We call attention to a rare and valuable collection of bronzes, by A. L. Barye, among which figure: «Theseus fighting the minotaur», «A panther seizing a deer» and several lions and tigers. A splendid terracotta by Gustave Doré. Two large decorated Sèvres vases. A large bronze by J. P. Meme «Arab hunting with a falcon». A marble by E. Fremiet: «Credo». A bronze bust. «Diana», by Falguière. A bronze, by Ed. Delesalle: «Samson». Two large marble statues by Antonio Tantardini. An antique Louis XV, chest of drawers. A splendid Régence desk with gilt bronze and carving. Several statues of bronze of the first Empire.

II. DRAWING ROOM.—In this room which is furnished in the pure style of Louis XVI, made by the upholsterers in Paris, there are some paintings of great merit: Ch. Chaplin, two pictures.—Eug. Lambert, «The invasion».—C. Delort, «The removal», exquisite canvas and wellknown.—M. Cosman, «The singing lesson» and some water-colours, amongst which two are very well known and admired, by Marchetti. «Yesterday» and «To-day».—V. Gilbert, «Flowers».—Gaston Gerard, two small works of art. —Pescador Saldaña, a fan: «In Spain». The glass cases in the drawing room, allow one to admire a collection of beautiful fans, miniatures and bonbonnières of the XVIII century, some of which have well known names.

III. OFFICE.—A collection of pictures by the celebrated G. Pérez de Villamil.—Greuze, a small head.—Goya, a painting.—Vibrand de Geest, an admirable head.—Tiepolo, two important pictures.—Jean Horemans, «The cobblers».—Domingo, a head.—Van Hier, a seascape.—A canvas by Tintoretto and Charpentier. —Edward de Martino, a naval combat between the Argentine and Brazilian fleets, on the 29th. July, 1826, at halfpast ten at night. One sees in the darkness the ships, *25 de Mayo* and

Rio, fighting against three Brazilian ships. The effect of the night is very well interpreted.—In the glass cases of the office are many antique objects of the country, some have belonged to General José de San Martín, some to the Director General Juan Martín de Pueyrredón and others to Doctor Manuel V. Maza.

IV. VESTIBULE. This vestibule joins the office to the dining-room. Some very famous water-colours attract one's attention. Amongst them are to be seen the names of Barbudo, Rosa Bonheur, Corot, Allonge, H. Cook, Van der Meulen, two pastels by Jean González and Mieczysław Reyzner, also, some famous Italian water-colour painters such as: Signorini, Dominici, Favres, Randanini, Cervi, Renzo, Bisco Tiratelli.

V. DINING ROOM.—Pictures by Villegas, Domingo Muñoz, Hernández, Galofre, Barbazán, Miralles, de Martino, Munier, Deschamps, Andreotti, Johannes Fyt, Giudici, etc.

Gallery of Laurent Pellerano.—Talcahuano, 1138.

The house of Mr. Laurent Pellerano, fit for paintings, with appropriate light and premises, is all a museum where one could organize quite well, one salon for classics, another international, and yet another national and local.

«Repentance», oil-painting.—Giacomo Grosso. Below the walls, a rivulet flows tranquilly and on the terrace of a monastery one sees a virgin appear, white and of harmonious profile, whose silhouette stands out from the background of meadows and forests; a young nun is leaning on the virgin. In the clearness of the wood one sees a castle farther away, where a gay wedding feast is being celebrated, the sounds of which reach the nun who meditates on the contrast of what she sees and what she is. All happens by the light of the moon, and is majestically painted.

Tranquillo Cremona. «Melancholy» is in the epoch of his first style, and seems to be done with colours prepared with the powder of precious stones, so intense is the brilliance of the painting which gives it life. A young head is sustained by fine hands delicate as a flower, the expression is passionate and sad as if touched with some adventure of the famous Cupid.

Morelli. «Weepers». This is a sketch from the picture where Morelli has represented Jesus performing the miracle of the synagogue, which is called in the words pronounced by Christ: Talita Kumi. These women paid to weep at the funerals, cry with despair, in the sketch to which we allude, and have the proper expression of exaggerated and pretended sorrow. Morelli is a «par excellence» colourist, and is considered the chief of the modern Italian school of art.

Guglielmo Ciardi. «The canal of the Giudeca». It is in first rate style and, in spite of the simplicity of the means employed by the artist, who is one of the principal Italian painters, it is of striking reality.

Michetti. «The little goats» (pastel). It is necessary to see this painting to appreciate the grace and transparency with which the artist has painted it.

G. Induno. «The Savoyarde» (oil painting). What a poetic figure! Beautiful and young, she wanders, singing to the notes of a viola, through the country that was green and which the snow has now whitened. The beautiful Savoyarde shows in her singing that, the cold air that envelopes the country also it envelopes her soul. What cold so superbly poetic. The snow, the viola and the wounded heart of a young and beautiful Savoyarde. This is a painting, this is true art.

Tito. «In the country» (oil painting); this is a model of difficult simplicity.

Debat Ponsan. «Pasturage, with a cow led by a child». This is an admirable painting as much for the landscape as for the figure.

«La Ciociara» (Romaine), by Mose Blanchi de Monza, of a fine tone; a very interesting picture; «Kissing the setting sun», by Sartorelli, landscape of wonderful arrangement; «Fenaison», by Peppe Giardi (oil); «At work»,

by Delleani; this is a picture which triumphs by its colouring and arrangement; «Scene of Brianza», by F. Carcano, subject of Italian life on the mountains and a beautiful canvas for its composition; «The soothsayer», by Jiménez Aranda (oil); two dames listen attentively to an old woman who daring and unscrupulous, probes the future as she will also probe the purses of her listeners. The design, colour, and expression of the faces are truly remarkable.

«The Venetian market», by Favretto and a large canvas by Ussi, «An Arabian scene in the desert».

In one word, in Mr. Pellerano's gallery one sees paintings by the following Italian artists: Morelli, Cremona, Favretto, Michetti, Bezzi, Pagliano, Fontanesi, Barabino, Ussi, Luigi Serra, Grosso, Mancini, Mosé Bianchi, Sartorelli, Bignami, Camprianni, Gignous, Cortese, Danieli, Fra Giacomo, Belloni, Mentessi, Ballestrieri, Lancerotto, Longini, Volpe, Avanzi, Esposito Scattola, Coleman, Freviati, Armenise, Demartini, De Martino, Aureli, Casciano Formis, Leto Brancaccio, Ricciardi, Saecheri, Mengotti, Garicchio, Attanasio, Capuano, Campi, Castegnaro, Steffani, Gabrini, etc.; of Spanish artists: Sorolla, Jiménez Aranda, Barbudo, Benlliure, Senet, Gonzalo Bilbao, Benedito, Martínez Cubells, Sala, Unceta, Mas y Fondevilla, Valles, Luis Alvarez, Meifren, Villegas, Ramírez, Capdevilla, Murillo; of French artists: Troyon, Jules Dupré, Sauzey, Couturier, Brissot, de Varville, Debat Ponsan, De. Gazourski, Schmitt; of Belgian artists: Erbo and Van Wyck; of Argentine artists: Maggiolo, Fader, Coppini, Orlandi, Forcignano, Quaranta, del Monaco, Pollet, Méndez, Trejo, Villar, Bonifanti, Berisso, etc.

Gallery of Mr. Jean Canter.—Office, Bartolomé Mitre street 51.

This is more than a gallery of paintings, because sculpture has also its place as well as pottery and engravings, represented by a series of costly objects in all styles from all periods and from all nations.

The school of signatures which predominates is the Spanish, which constitutes more than 80 % of the pictures; nevertheless the paintings that there are by painters of other nationalities would fill some collectors with pride.

«Melancholy» and «Towards the evening», by Danielli.—Two jewels of untold value, above all, the second one.

«Seller of vegetables», by Koriuff, is superb; «Views of Venice», by Forzignano splendid; «Inundated landscape», by Sartorelli; «Bread and work», by Sottocornola, a brilliant study of realism; «The tavern», by Francisco Domingo, painting small in its dimensions, but very great in its artistic worth; «The banks of the Manzanares» (oil), by the same; «The look of women, id.); «An old spaniard» and «Between two lights», by Sorolla.

The picture «Between two lights», the object of many enthusiastic praises in Europe, represents a villager who has drunk so much as to make him ivy, one sees him smile with an expression that is all a poem, and look at the cristal jug, which he holds in a not too steady hand.

«An old spaniard», is perhaps still better than «Between two lights»; the personage is neither sympathetic nor attractive, and nevertheless one turns away reluctantly, once one has commenced to scrutinise, it has the power to subjugate and enchant.

«An old salt» and «He is going to eat you» also by Sorolla. This last represents a nurse who holds a baby in front of a tiger skin with the mouth of the stuffed head open, thus making the baby look at it from a respectable distance for fear that she will be eaten.

Barbudo.—There are many painting by this master amongst which we will mention «Rêvant des prouesses»; the painter of pretty colours reveals himself here more vigorously than in his other works and with a valour and nerve which one would not have thought him capable of, his are also «Between two favourites» a large sized picture, of beautiful

colours, in this picture there is a dog which is worth a Perú; «A head» is also by Barbudo, and it is reputed to be the best he has painted up to the present.

Jiménez Aranda.—The designer, without rival, is represented by «The card-players», «The blind hen» several landscapes from Don Quixote and an «Eve». The two first are without doubt the best, they are of a sober and real colouring; there is a richness of detail that is surprising.

Mareelino Unceta.—This painter has nearly a dozen pictures which are mostly on military subjects. The most notable are; «A hero» an expressive composition and treated with taste. A group of officers contemplate the body of a soldier shrouded in the snow, on the snow one sees stains of blood. «The retreat of Pepe Botella» is also a good picture. «Maneuvres» and an allegory of the «Bulls in the XIX century». «Running like powder» by Checa.—Represents a group of Arabian horsemen, galloping at full speed.

«A street», by Casimiro Sainz, a beautiful work of light and colour.

«The washerwomen», by Galofré, a picture rich in detail, and full of life and reality.

The bath, by José Villegas.—This is one of the most beautiful pictures in the gallery. The little frightened face of the child, whom the mother will dip in the water,—in spite of the painting in perspective, suffice to place this canvas among the best, if the colouring and execution of the whole has not given it this rank already.—There are also, «An interrupted lesson», «A street in Córdoba» and «Carmen», by Villegas.

Gonzalo Bilbao.—There is a water colour that attracts one's attention greatly, this is «Café chantant» where the superb figure of the dancer and that of the singer show up exquisitely. By the same painter there are two splendid oil paintings; «La rezagada» and «Meditation».

Navarro.—Has different canvases which, for their masterly tones, the sun which burns, and the most brilliant colours, attract attention. Amongst them comes first «A charge of the Arabian Cavalry». This artist, like Fortuny, thirsts for colour and light, and found that the sky of Spain did not suffice him, so he went to seek inspiration in the hottest part of Africa; he has depicted on his canvas, with extraordinary truth this savage nature, these figures and these customs full of voluptuousness and poetry.

Benedito.—One of the best paniters of the younger generation, figures with his «Study of a head».

Meifren.—Has in this gallery more than twenty pictures. Amongst them «The silence» is, without doubt the best work of this artist.

Benlliure (José).—«Surroundings of Madrid».

Benlliure (Mariano).—«The fall of the picador» a superb sketch, dedicated to M. Canter. There are also, in this gallery, «The two guitar-players», by Luque; water-colours by García Rodríguez; «Plucking the turkey», by García Ramos; «The square of San Marcos», by Moreno Carbonero; «The masked woman», by Ferrán; a brilliant water colour by Puig Roda; an exquisite collection of dogs and cats by Giménez Solá, and more then twenty scenes and views of Toledo by Vera.

Vila and Prades, are represented by a painting of large size entitled, «Sobre el arroz». This treats of a country scene which occurs at the gates of Valencia. There are many people and it is admirably painted.

Carlos Soto, a young argentine painter, who could be placed in the rank of great masters, is represented by «A feast in Seville» and by «The presentation of the new-born». Soto is as brilliant as Barbudo, but less superficial and more correct.

Maggiolo.—Has a pastel entitled «Work» which represents a blacksmith in the act of hammering, with force, on a red iron. Of beautiful colouring and irreproachable design, this work is above all, an anatomical study of the first order and an attractive and suggestive allegory.

Collection belonging to Messrs. Pedro M. and Juan Moreno.—Victoria street, No. 1542.

The collection of Messrs. Moreno is very different to the ones we have mentioned. The visitor, accompanied by the

amiable owners, does not see, pass before his eyes, canvases signed by the best known masters, of different schools. Here, only one painter, Dionisio Fierros, fills the gallery and comes to life again in the midst of his friends, Messrs. Moreno.

And in all these pictures, some of which are truly beautiful, an impression of the naturalness and simplicity of the means employed, is apparent.

Firstly one sees, a portrait of Mr. Moreno, senior, of vigorous workmanship, and the traits carefully studied. This picture is very superior to the portrait of the artist by himself which may be seen in the gallery. The painter is represented wearing an English cap and cape, which gives him the appearance of a Scotchman.

His talent is to be found in the other portraits which Messrs. Moreno possess: «The Curé», «The smoker», «Cavalier» (epoch of Philippe IV), and above all «The grandfather».

But the prettiest canvas in the gallery is certainly «Las Carayas», in which the artist has rendered the movements and tones admirably. This work is the result of many studies which are also in the collection, and which prove the love Fierros had for the sea, its rocks, its vague and penetrating poetry.

In another style, equally attractive, from the brush of the artist, are scenes of simple and rustic life. The types and feasts of Galicia, are real poems, it is the soul which he has produced, the soul of this province which he depicts. «An idyll» is of one colour, of admirable design and sentiment; «The return of the soldier», «May», «La Muñeira», «La Romería», «A bad year», etc., possessing all these same qualities.

From his journey to Italy, Fierro brought several canvases, «Anatolia» etc., but in these works there is not the same knowledge as in the scenes from Galicia.

To sum up, Messrs. Moreno have, in a very large salon in which plenty of light penetrates, one of the most interesting galleries, the paintings of which he has had reproduced in an album, which is an artistic work in itself, and is edited by the house of Jacobo Peuser, of Buenos Aires. This album is consecrated to the life and works of Dionisio Fierros, the text is written by Mr. Leopold Basa, and speaks of the beautiful talent of the painter.

National Historical Museum.

This Museum is situated in the Lezama Park, and has an independant entrance on the Defensa street No. 1600; it

is open to the public on Thursdays and Sundays from mid-day to four o'clock.

The Museum consists of six salons and a gallery. All possible space has been used for this museum, and the visitor sees at once the necessity of enlargement. The government has an idea of constructing a building worthy of this sanctuary of native glories. On the initiative of the present Director, Mr. Adolph P. Carranza, it was created with a municipal sanction in May 1889 and organised; it was inaugurated in a rented house in the Esmeralda street, the 30th. August 1890, with 191 objects only.

This commencement of the Museum consisted of private donations, and trophies which were kept in the Government Palace, in the «Cámara de Apelaciones» and in the Natural History Museum, where some antique objects have been deposited.

The 15th. February 1891, it was transferred to Moreno Street No. 330, and its treasure has increased so as to double the historical pieces. It was nationalised in September 1891, and in the month of January of 1894 it was again dismantled and taken to the Santa Fe street where the offices of the garden of Acclimatation are to-day; the collection had attained 1,500 objects which obliged it to be transported to the place it occupies to-day, in September 1897. This locality is also insufficient and a great number of objects cannot be exhibited for want of room.

The entrance is through a garden, and a corridor adorned with portraits of nobles, moulded in plaster, and some cannons of the XVIII century, among which one sees the mortar «Monasterio» founded at Buenos Aires in 1813.

The door to the left, gives access to the office, and that to the right, to the public salons.

The library of the establishment, a gift of the same Mr. Carranza in 1893, has been greatly augmented and now counts 1,500 volumes of American history, without mentioning the rare and important manuscripts, which form a valuable collection. The numismatic section of the Museum, is rich, and possesses several rare examples of the military prizes in the epoch of the Independence, as well as commemorative medals and others.

In all there are 4,000 pieces. It is really regrettable that the want of space does not permit of making it a public exhibition.

1st. SALON.—On entering, to the left, the visitor finds the famous silver plate or slab with gold reliefs, voted for, and sent by the Cabildo of Oruro (Perú) (now in Bolivia) in August 1807, to the Municipality of Buenos Aires, and to General Liniers, to commemorate the reconquest of the town. Below

this slab is the sword of General Beresford surrendered by him at the reconquest of the town. On this slab was hung the shield, called «Tarja de Potosí» not less famous, worked in gold and silver, and presented by the ladies of this town to the most noble general and patriot Manuel Belgrano; many medals commemorative of his triumph at Salto and Tucumán hang also there. There are also two standards, symbols of royal power; one, which is the oldest that is known, dates back to 1605, hoisted for the first time by Don Melchor Casco de Mendoza, descendant of the first conquerors, and the other, the more modern one, the last royal standard-bearer, Don Francisco Escalada, had in his charge.—Portraits in oils of the viceroys: Pedro Melo de Portugal, Antonio Olaguer Feliu, Gabriel de Avilés, Joaquín del Pino and Rafael de Sobremonte; portraits of other personages, swords of chiefs, coats-of-arms and views of Buenos Aires at different epochs.—The furniture of the royal standard-bearer, Don Francisco Antonio Escalada, of the XVIII century, two pretty consoles with glass and adorned with crystals in the finest style, and the chest of drawers belonging to Brown, also the writing desk of Vélez Sársfield; oil portraits of the generals of the Independence, Necochea, Mansilla and Colonel Olavarría.—On the partition are the members of the first Junta (meeting) of the government, constituted in May 1810 and episodes of the great emancipating revolution.—Four pictures representing naval battles; the portraits of illustrious sailors: Brown, Azopardo, Bynnon, Espora; of Vélez Sársfield; generals, Gutiérrez, etcetera and two fine views of the royal fortress of San Juan de Baltasar de Austria, at Buenos Aires.

2nd. SALON.—This adjoins the large salon by a large door, two antique tables are placed there, with feet like goat's feet, and some chairs worked in leather; a picture representing the encampment of Don Gerónimo Matorras at Tucumán, in 1774; portraits of geographers, governors and travellers: Christopher and Bartholemey Colomb, Pedro de Valdivia, the brothers Nodal, Iñigo de Ayala, Magellán, who discovered the straits which bear his name, Grijalva, who discovered La Nueva España, Ulderic Schmidel, Hurtado de Mendoza, Diego de Mendoza, Diego de Almagro, Ponce de León, who discovered Florida, Hernán Cortés, Francisco Pizarro and others.—The plan of Buenos Aires in 1814, drawn up by Pedro Cerviño; the coat-of-arms of the same town restored on the order of the Cabildo in 1774; general and partial views, pictures of costumes and different objects; the uniform, sword and decorations of General Justo José de Urquiza; a view of Mendoza, taken in 1860, and different views of the ruins of the same town, the portraits of the members of the Constituent Convention in 1853, of the viceroy Santiago Liniers, of general William Carr Beresford, of the Dictator of Paraguay, José Gaspar Francia, the geologist Bravard, of brother Louis Bolaños, Doctor Pedro Medrano and González Salomón, President of the famous popular society «Restauradora» and others.—In an antique cupboard are to be found some of the plates and dishes belonging to General San Martín; some vases of the time, with the portraits of Rosas and his wife Encarnación Ezcurra, General Guido y Paz, Colonel Dorrego and of Bernardino Rivadavia; a miniature of king Ferdinand VII; the cup in which Bolívar took his last remedies, the spurs of the oppressor of Santiago del Estero, Juan Felipe Ibarra. A set of dominoes of the viceroy Olaguer Feliu; portions of the first rails laid down in the Argentine Republic; fans, antiques and curious, seals and combs.

The spaces left free by the doors of the 1st. and 2nd. salons that give access to the 3rd. salon or rather, to the large hall, are occupied by some very interesting objects such as the silver statue of the English minister George Canning, presented to Doctor Valentine Alsina in 1857; a model in wood of the Buenos Aires Cathedral, with the towers which it originally had; the beautiful coat-of-arms of Spain, in marble, which had been placed over the portico of the ancient fort of Buenos Aires; that of the Assembly of the United Provinces of Río de la Plata which took the place of the royal coat-of-arms in 1813, a real model of the National coat-of-arms; the clock which the 71st. regiment of Highlanders presented to the Hospital of Belermos in 1807, in recognition of the recovery of their wounded; a piece of furniture incrusted with mother of pearl, work of the Indians of Cuzco;

a what-not with pieces of porcelain belonging to General Urquiza, and some pictures and portraits.

3rd. SALON.—If one considers that this hall is 50 yards long (about 45 metres) then the difficulty of enumerating the different objects enclosed therein, will be understood. It is destined largely to the epoch of the national Independence, although there are also objects corresponding to different periods of history, as in the other rooms. We will give a rapid account of this salon, so as to give the reader an idea of its importance. Besides, each piece has its written explanation, which, makes the examination easy.

The first thing that attracts one's attention is the room where General José de San Martín, the liberator of 3 republics, lived and died; his history has been written by general Bartolomé Mitre, who distinguishes him as an example to his compatriots in his description of the warlike exploits of the great captain. The room has been re-arranged exactly as the general had it in his exile, with the same furniture and the same pictures and thugis he used, all of which were given to the Museum by his heirs. And nothing can describe the impression that this room gives on contemplation. In the same salon several portraits of his are preserved; one is painted by the Peruvian José Gil, in Chili after the triumph of Chacabuco in 1818; one was engraved by Cooper in 1821; another by Whusen of London, one executed in 1827 with the national flag, at Brussels, another by Mardouthers original, and some reproductions are distributed in the establishment. There are, among the objects that belonged to him: two small writing desks, two cases of pistols, a sextant, a telescope, a snuff-box and other objects. In the 4th. salon several important objects are to be found. Among the pictures representing combats and other deeds of note, we may mention: the battle of Maipú, in oils, original by Fernández Villanueva, and a lithograph of the same battle, done in London in 1819; one executed in Chile by Rugendas; another from London and of the same year, representing the battle of Chacabuco; a lithographic copy of the picture by W. Carlzen, which shows the passage through the Andes, an oil painting of the same subject by August Ballerini; an engraving of the battle of Suipacha; an oil painting of the battle of Ayacucho, painted in 1825 by Juan Correa Morales; the «Surprise of Tejar», by F. Alabes; the «Encampment of Plumerillo», by Bouchet; the «Last moments of General San Martín»; the patriot of Bogotá, Policarpe Salabarrieta, before going to his death; the naval combat on the 11th. April 1826, original in oils by Larribide; different pictures of the combat of the Passage del Obligado; view of the ruins of the house where General San Martín was born in Yapeyú; another of the house where the Independence was sworn, and a collection of daguerreotypes representing partial views of the town of Buenos Aires in 1853.

In this room are four flags; that of the Río de la Plata regiment, surrendered at Callao, and that which the brave Falucho would not surrender, and which cost him his life; a fac-simile of the flag of the army of the Andes, the original of which is preserved at Mendoza; the flag that was brought triumphantly to Chile by Commander Juan Manuel Cabot, with the North division detached from the same army in 1877; and the standard of the corps of «Los Migueletes» who served at the time of the English invasion in 1807.

Want of space has necessitated the distribution of furniture in places where they could be arranged amongst other objects. We will mention in the first place, the benches of the Cabildo of Buenos Aires, mute witnesses of the Assembly of the 22nd. May 1810, the commencement of another nationality, confirmed the memorable day of the 25th. of the same month, with the nomination of the first provisional Meeting of the Government; two pianos or harpsichords which belonged, the one to Mme. de Ezcurra, made in 1804, and the other to Mme. de Márquez, in 1797 several chests of drawers, cases for stationery and cupboards of the XVIII century, among these are to be seen different objects; a bronze cannon taken from the English troops in 1807; the coffins in which the remains of Bernardino Rivadavia and General Lavalle were repatriated; the table on which this last, wrote the famous report of the death of Colonel Dorrego;

an ammunition box taken in the combat of El Obligado, a cannon of the XVII century, extracted from the excavations of the port; the manacles which were put on General José María Paz when he was imprisoned; objects of minor importance are to be found on the shelves and in cabinets; such as the ribbon of General Lavalle; a sword-belt which the liberator Bolívar wore at the battle of Bombona; a campaign-telescope belonging to General Belgrano and a bust in bronze of the same; the headdress of an officer of the grenadier horse guards, which belonged to General M. Escalada; lastly, the silver inkstand which served the never to be forgotten secretary of the Junta Mariano Moreno, soul of the revolution of May, to write his sensational decrees and many works.

The portrait gallery of the Museum is very vast and a good number of the ancient painters who have worked in this country are represented: after Gil, in 1817, who painted the portrait of many of the officers of the Army of the Andes, Wutsen, Pellegrini, Lima, Alais, García, Galli, Goulou, Carlzen, Carrandi, Fiorini and others, we will mention only a small number of those painters whose pictures are to be found in this salon, thus: paintings by Gil: General Thomas Guido and Rufino, his father; of Hilarión de la Quintana and of Blanco Encalada; of Nicholas Rodríguez Peña, fore-runner of the Independence; of the colonels Conde, Medina, Melián, Aguirre (J. M.), Rojas Olazábal (Manuel), Hippolito Bouchard, who, with «La Argentina» took the Argentine flag to the remotest seas, and of Sergeant-Major Francisco Diaz of the artillery in the liberating army. By Wutsen: the portrait of General Manuel Escalada, who was at the battle of Maipú. By Pellegrini, there are the portraits of Admiral William Brown, Colonels Félix Olazábal and Francisco Doblas, of doctors Valentine Gómez and Santiago Figuero, ex-rector of the Buenos Aires University; by Lima: a portrait of brother Justo Santa María de Oro; by Alais: one of Juan Manuel Rosas, in private clothes; by García: that of colonel Juan Esteban Rodríguez, of Tomás Anchorena and of doctor Antonio Sáenz. By Galli there are the portraits of the inseparable friends Colonels José de Olavarria and Isidoro Suárez, the heroes of Junín; by Goulou: the portrait of the impetuous colonel Brandzen, who ended his glorious life on the battle field of Ituzaingó; by Carlzen, those of Generals José Matías Zapiola and colonel Pedro Ramos; by Carandi: one of colonel Martín Hidalgo, and lastly by Fiorini: those of colonels Juan José Hernández, Isidro Quesada and Martín Lacarra, defender of Patagonia in 1827.

In spite of the length of this account, we cannot pass over in silence the portraits of Generals Juan Martín de Pueyrredón, Juan Gregorio de las Heras, Marcos González Balcarce, Rudecindo Alvarado, Manuel Soler, Bernardo O'Higgins, Enrique Martínez, Juan Esteban Pedernera, José Rondeau, Manuel Belgrano, Antonio González Balcarce and colonels Pedro Conde, Ambrosio Cramer, Román Deheza, Juan O'Brien, Miguel Cajaville, Pedro Ramos, George Velasco, Eusebio Necochea, Pedro José Diaz, Félix Bogado, Hilarión Plaza, Vega, Aldao, Güemes, Vidt, Pringles and all those whom the fatherland recognises for some deed, not only in war but also for some civic act.

Distinguished dames have also a place of preference, where one may see the portraits of Tomasa de la Quintana, Remedios Escalada, Angela Castelli, María Sánchez de Thompson, Carmen Quintanilla de Alvear, Rufina Orma, Isabel Calvimontes de Agrelo, Encarnación Andonaegui, Casilda Igarzábal, Juana Azurduy de Padilla, Magdalena Güemes de Tejada, and others, also present, giving evidence of their faithful love for the native land.

On special tables, are exhibited, the uniforms and decorations, of distinguished military men such, as Rondeau, Zapiola, Pedernera, Mansilla, Guido, Espejo, Soler, Paz, Pinto, Zarraga, Iriarte, Olazábal, etc., also their swords and those of the following: several belonging to Martin Rodriguez, three of Lavalle, one of O'Brien, another of Cajaville Brown, Dorrego, Felipe Pereira de Lucena, admiral Grau, the Peruvian, and a very remarkable one which has belonged to generals Belgrano, Güemes and Alvarado.

In the last place, worthy also of attention, are the walking-sticks which have belonged to illustrious personages; amongst them is that of the tyrant of Paraguay, Gaspar Francia, that of Cornelio Saavedra president

of the first «Junta» of the government; the staff of command used by the governors of Buenos Aires and those used as a sign of authority by the sheriffs of the Cabildo, those used by generals Nariño and Soublette, those of the Argentine generals Iriarte and Nazar and the one belonging to the noble Bernardino Rivadavia.

It would be tiring to mention all the small objects which are placed on the shelves, such as medals, decorations, seals, jewels and weapons.

4th. SALON.—In this salon one finds General San Martín in the full swing of his glory; his campaign sabre of moorish style, which served this redeemer of half America, is preserved with a profound respect, in a glass case, in the same way his uniform as Protector of Perú is also kept, the medals of Chacabuco and Maipú, the golden plaque and the diamonds of the Legion of Merit of Chili, which, were given to him by the Cabildo of Buenos Aires, one of gold enamel of Bailén, his gold epaulettes, his ribbons and silk bands, signs of his command, amongst which, a very simple one of pale blue with which he crossed the Andes; the classical «falucho», his canes, three seals of his use, his whistles, «yesquero» and «poncho» and modest trunk and also his camp bed, lost at Cañcha Rayada and found at Maipú.

Flags taken from the enemy adorn the walls and surround the other objects; these flags are under glass; one sees: that of the regiment of Talavera, that of the Dragoons of Chili, and a tattered one taken at Chacabuco; a flag and three standards taken at Maipú; those of the regiments of Burgos, Arequipa, and Concepción; the standard of the Dragoons of the Chillar and several others taken at Suipacha, Salta, at Tucumán, at Pasco, or in other actions of the war of the Independence.

There are several from the campaign of Brasil, and the banner of the famous 71st. English battalion, taken in 1806.—Plans of combat, pictures of battles, miniatures, decorations, some anonymous caricatures relating to San Martín, and lastly, the inkstand of the Inquisition of Lima, brought from Peru by San Martín, a no less interesting trophy, than the flags conquered at the point of the sword, because it served to drown during more than two centuries, the liberty of conscience.

GALLERY.—On leaving the 4th. salon, sixteen pictures are to be seen in the gallery which joins the 1st. salon with the 5th., they come from the Convent of San Francisco de Córdoba, portraits of missionaries who exercised their mission in South America, and on the lower part of the walls on both sides are episodes of the naval war and lithographs, the sabre of Bruno Maurice de Závala, founder of Montevideo; two swords of the epoch of the conquest; a picture in oils, which represents the founders of the Church of the Merced, in this town, and who offered the building to Our Lady of Mercedes (de la Misericordia); a standard presented to Quiroga by the Dames of Mendoza, in 1831, and other objects that belonged to him also; a picture of the assassination of this same chief; three lithographs representing different episodes of the battle of Caseros in 1852; another of the battle of Arroyo Grande; two of the battle of Catamarca in 1841; a view of the house at Jujuy, where General Lavalle died, in the same year; another of Palermo de San Benito; the marble slab which crowned the building of the New Custom House, and several views of the same building; view of the house in which Admiral Brown lived and died; an engraving representing the entrance of the English in 1806; two photographs of the campaign house of White, where the general in command of the English troops, established his general quarters in 1807; pictures of the customs and views of this town to the number of fifty and proceeding from the collections by Pellegrini, Gregorio García, G. Ibarra, and others. A numerous collection of portraits, amongst which, we will mention at random, Miranda, Bolívar, Sucre, General Colombien José María Córdoba, Diego Alcorta, colonel Adolphus Dávila, Dr. F. Zuñiría, Florencio Varela, Luis José de la Peña, Dr. Gregorio Gómez, Miguel José Cabrera, José Joaquín Olmedo, Dr. Domingo de Azcuénaga, brother Cayetano Rodríguez, General Julián Laguna, Angel Vicente Peñaloza, El Chacho, Dr. Francisco de Paula Ramiro, General Mariano Rolón, General Juan Quiroga, colonel Juan Crisóstomo Alvarez, General Lamadrid, Manuel Antonio de la Torre, XIVth. bishop

of Buenos Aires, Don José Demaría, forerunner of the Independence of Paraguay, brother Buenaventura Hidalgo, colonel Domingo Sosa, and many others; the decorations of General Lavalle, red waistcoats, swords, etc.

5th. SALON.—This salon adjoins the gallery and leads to the vestibule and staircase which descends to the 6th. salon. Here also, as in the other salons, there are flags which are worthy of mention; two Spanish flags of the war of the Independence; those which served General Belgrano, in Perú; one embroidered for the troops of General Lavalle in 1839; that which served the regiment of «gallegos» (galicians) under the command of Pedro Cerviño, in 1807; and the copy of the famous standard of the conqueror Pizarra, which General San Martín brought from the town «Los Reyes».

Three large pictures that attract attention: the review at Rancagua, the transfer of the remains of General Lavalle in Bolivia, through the ravine of Humahuaca, and the occupation by the troops of General Roca at Río Negro. Others much smaller, representing the execution of Colonel Dorrego, the combat at San Lorenzo, the fort of Buenos Aires, a drawing of this town by Juan de Garay, the genealogical tree of Ortiz de Zárate, portraits of ancient kings: Philippe V, Gabrielle of Savoy, Charles III, and Marie-Anne of Austria; of Paulo Sanz, governor-intendant of Potosí; of Vélez Sársfield, M. Paz, Acosta, Derqui, Beresford, Rivera Domingo de Oro, bishop of Cuyo, brother Eufrasio Quiroga Sarmiento, Pedro León Gallo, Bernardino Rivadavia, Perdriel, Barcalá, Laprida, López y Planes, Gorriti, Alvarez Jonte, Admiral Grau, etc.

Among the furniture may be mentioned an octagonal table with feet called goat's feet; another square one with turned legs; an armchair belonging to the Royal Audience; two writing tables and chairs of the XVIII century. Among other objects worthy to be mentioned are: the remains of the printing press introduced into Buenos Aires by the viceroy Vértiz, and commonly called the «Foundlings», a leaden slab commemorative of the founding of the Convent of Sisters Catalinas in 1727; logs of wood from the foundation of Corrientes in 1588; the gold embroirered shabrack that covered the horse of the royal standard-bearer of Buenos Aires; locks and keys of the ancient fort; a clock presented by General Beresford to the Cabildo in 1806 and an English mallet of the same epoch.

The costume of the royal standard-bearer, Francisco Antonio Escalada, the military cloak of Pedro Cerviño and the dress-coat of Florencio Varela, showing the gash of the dagger of the assassin Cabrera who killed him, are placed in special glass cases.

VESTIBULE AND STAIRCASE.—All the space possible, has been used to advantage and the walls are literally covered with pictures; four Spanish flags, and one from Paraguay, trophies of war: a table made with the foot of a chandelier carved in wood by the missions of Corrientes; the stern-post of the ship Marañona, arrived at Buenos Aires in 1538, taken from the excavations of the port; a piece of wood from the Brazilian frigate Itaparicá which surrendered to Patagones in 1827; five tomb-stones of the missions of 1751/82/86; engraved views of the mountain and town of Potosí in 1671; of Truxillo and Callao in Perú in the same year; of Lima in 1771, of Buenos Aires, in 1803; drawings engravings and lithographs of national customs: «El tambo en la rivera», «La media caña», «Gaucho in village costume, ladies of Buenos Aires, landing carts, pedlars, mendicants, packs of hounds, the fort, cathedral of the Cabildo, avenues of poplars, etc.; a coat-of-arms of Salta, the funeral of Rivadavia, the Act of the Independence, plans, diplomas, letters, portraits of several persons, actors in the civil wars, or in the definite constitution of the country, among them one of life-size of General Urquiza, and small ones of Pastor Obligado, de Madrid, of Quiroga, Ibarra, brothers Heredia, Borges, Bustos, Estanislao López, Villafaña, Allende, Aldao, Marco Avellaneda, Solá, Vilella, Benavides, Puch, Hornos, etc.

6th. SALON.—This is the only one on the ground floor, and is reached by the staircase of which we have spoken. This room is destined to trophies and to pictures of the war of Paraguay; but, like the other rooms,

there are also other objects of different epochs, for which no better place has been found. One may contemplate more than 30 oil paintings relative to the long campaign of this war, painted by the Argentine artist Cándido López, military eye witness of the deeds which he has reproduced, and which would take too long to detail. On the principal wall one sees trophies, flags, some taken in war, and others of the Argentine troops, who assisted in the campaign, others of the civil wars after 1852; there is also an embroidered silk with General Urquiza's name on it, and one borne by General Paz at the battle of Caaguazú. The chain that closed the pass of Humaitá, drums, weapons and projectiles; plan of the combats at Riachuelo, Uruguayana, Tuyuti, etc. The sketch of a crown in plaster dedicated to the Dictator López, and several portraits of him. Besides some English bullets shot against the fort in 1807 and cannon balls from the battle of Obligado; an ancient vine on the coat of arms of the town of Pergamino, the use of which was abolished in 1881; an anchor made in El Chaco for the vessel *El Mataco* which was used for the exploration of the river Bermejo; a wooden box from El Chaco of the XVII century; aprons and tools of the sappers of the army of Rosas; some cannon, and amongst them, the one cast in 1856 in Buenos Aires; lastly an original picture by J. Blanes, representing the fire on the ship *«América»*, etc., etc. The historical Museum preserves nearly the whole collection of the epoch of Rosas and many pictures and objects for which no space for exhibition has been found.

Museum of Arms.

Property of General José I. Garmendia (Paraguay street 1327).

This collection of weapons which the general began to form in 1864 is composed almost entirely of gifts from persons of our society; it is quite a Museum.

The weapons are authentic, as the documents prove, which explain their origin. People who desire to visit this museum must get the permission of its owner.

Sabres of the XV and XVI centuries.—12 examples, nearly all with their respective marks and inscriptions. The type is that of the epoch, large double-edged blade. Daggers in the form of a cross, with straight arms and curved at the base, they have different ornamentations. Six examples of rapiers of different styles, daggers and blades with their respective trade marks and inscriptions. Seven examples «Schitavonas» Venetian swords of the XVII century; two which belonged to General Mitre. Ten examples of swords of different shapes and daggers of the XVII century; 26 examples of Swords, with shells for the protection of the hand of the XVI, XVII and XVIII centuries, amongst them there are weapons of real merit for the length of the blade, the inscriptions of the swords and the shells, above all those of the time of Phillip II of Spain. There one may study perfectly, the progress of this weapon from 1500 to 1700. 16 examples of court swords and battle swords, of the XVI, XVII and XVIII centuries; amongst them is to be found one belonging to Bartolomé de Bracamonte, a present from Ignatius Ezeurra. But one does not know if this sword was that of the personage who came with Mendoza, or of his son. There are also those belonging to Almodovar, Juan de Salcedo, Juan de Alurralde, and others with names more or less intelligible, amongst which there are some with curious devices like that which was found on a false blade that lengthened itself, once out of its sheath. «Mi sinal es el nome de Jesús» (My sign is the name of Jesus), and on the reverse «Me fizo Bonnepu en Alemania», another one had on it «Mi sinal es el nome de Leonor» and several others.—Sabres, and swords of the XIX century.—50, of which one is the sword of Rosas with which he made the campaign to the desert; another which was for his own parti-

cular use; one of General Quiroga; a consular sword belonging to Fulgencio Yedros; one of General Ramírez; one of General Madariaga; one of General Don Félix de Alzaga, the blade of which belonged to Charles III; two of General San Martín, one of the XVII century, the blade of which belonged to the famous swordsman from Toledo, Sebastián Hernández, who fought at Bailén, with this sword. General San Martín made a present of it to his old aide-de-camp, Colonel Borgoño, who, in his turn gave it to the President of Chili, General Bulnes, whose son presented it to the Museum; the other sword was presented to the Governor of Mendoza, Luzuriaga, by General San Martín; one of the cacique Pincen; one of the cacique Saiwech; a small sword of the cabildo of Don Jaime Alsina; one id. of Don José I. de Gar-mendia and several others of less historical value. All these swords are mounted in silver, with the exception of those that belonged to Generals Alzaga and Alsina, and they are mounted in gold. Another, belonging to General Santos is adorned with precious stones.—Daggers and dirks of the XVI and XVII centuries.—Thirty, some of which are very remarkable; 20 dirks of the XVIII and XIX centuries.—Fire-arms, XVI and XVII centuries.—Nine very well decorated rifles; 30 rifles and others of the XVII & XVIII centuries. All these weapons are beautiful for their construction and ornaments of gold and silver; amongst them are some morocco, arabian, turkish, corsican, african, etc., ones.—Pistols «de rueda», XVI century.—3 ornamented with ivory; 120 pistols and revolvers of the XVII, XVIII & XIX centuries, among them are many of great merit, because of their marks and adornments; there are those which belonged to General Hornos, the Marquis of Puente Fuerte, of General Are-nales; one sees also a large number of short revolvers, one of which is a credit to the artist's talent for its original mechanism, there are also canes, dirks, and a great variety of curiosities of war. Halbards and lances of the XVII century.—16 with their respective marks, of which some are chased; two have belonged to General Mitre. Lances of the XVII, XVIII & XIX centuries.—46 specimens, amongst which some belonged to caciques; one sees those of El Chacho, colonel Acuña, colonel Avalos, Manuel Ocampo; all those which have belonged to chiefs, are adorned with silver; some of these weapons are of less value than others, because of their form.—Artillery, year 1350.—1 cannon (falconet), gift of Dr. Lamas; 1 cannon of chased bronze, gift of colonel Panelo, and dating from the epoch of Phillip V; 1 marine cannon, gift Mr. José C. Moyano; 1 small English cannon, gift of Mr. Cornel, and 1 small Armstrong cannon, gift of colonel Dantas; 1 naval «falconet» of the XVIII century, gift of Dr. Trelles; 1 ball from a falconet of the XV century found in the excavations of Port Madero; different projectiles of the same origin and epoch, and 1 gun of the XVI century.—Ballistas.—1 wall gun, 1 hand gun and 1 imitation.—Wall arquebuses of the XVIII century.—6 are curious for their size, and the trade mark.—Armour, cuirass and helmets.—Two of the XVII century; two id. Japanese; 1 oriental; 2 cuirasses with helmets of the XVII century; 2 figures dressed in the costumes of the soldiers of the Pope; 1 cuirass of the XVII century; 3 of the XVIII; a mail coat of the XVII century; 7 helmets of the XVII & XVIII centuries. Among this armoury there are pieces of great value. Escutcheons.—7 of the XVI and XVII centuries; three are of imitation bronze; 1 other of chased steel which was the property of General Mitre.—Axes, maces, war whips of the XV, XVI & XVII centuries.—4 war whips; 5 axes and maces.—Oriental and Japanese weapons.—7 sabres; 10 dirks, 10 helmets, 3 pistols and 4 guns.—«Kris Malayos».—20 specimens.—Turkish and Moroccan dirks.—30, nearly all ornamented with silver.—Sabres, Morocco and yatagans.—26, all beautiful pieces.—Sabres and Indian weapons.—4 sabres, 1 dirk, 1 axe, 1 half-moon blade for decapitating, 80 different weapons of all kinds and values, of which some are mounted in gold and silver; flags and standards, small lance flags which have belonged to personages of this country. Besides, a collection of 150 antique spurs of the most curious kinds, Argentine, Chilian, Peruvian, most of them from the time of the conquest; stirrups, bits, and 11 cases of pistols of this century, of rare value, for their form and ornamentalations.—One may also see flags, amongst which is that of the regiment «Sol de Mayo» which was commanded by Manuel Ocampo and Machado; that of the regiment «de las Conchas»,

that of the Provincial regiment, that of the regiment 9th. of July (9 de Julio), that of López Jordán, that of the revolutionaries of Río Grande, two Chilian ones, and that of Pavón and others.

National Agricultural Museum.

The Agricultural Museum was formed after the International Agricultural Exhibition of 1910. It was thought well to preserve the products that were exhibited, with the object of drawing greater benefits from the works and the sums which this exhibition would need. These specimens of the products of national agriculture served to form the Agricultural Museum, installed in the place where the exhibition had been, and for this purpose this locality was specially constructed in Santa Fe street, and Plaza de Italia.

The object of the Museum is an action of propaganda and instruction. Consultation and indications are given on the possibilities of undertaking such and such a culture, on the varieties of seeds and plants most appropriate to different zones, on the illnesses of plants and insects, and the means of fighting them, on the adaption of different races of beasts, on the sanitary care of animals, etc. Up to to-day it has not been possible to develop so great a scheme, as the budget of the Museum has not been from the very first more than 400 piastres a month for expenses of all kinds, and the salaries of the employees. After some time, with a budget that did not double the preceeding sum, some ameliorations commenced, and also the renovation of the collections; connections were formed with the interior and exterior, relations indispensable to the progress of the institution and the influence that this will have in the future. At present, proceedings are taking place for the renewing of the different products and collections which constitute the six sections of the Museum, and also for completing these same collections. These six sections comprise:

Natural products, amongst which one sees wood, some minerals and other materials of extraction.

Agricultural products: cereals (wheat, oats, barley, rice, maize); oleaginous products: (flax, earth nuts, etc.); tubers narcotic plants, such as tobacco; pseudo-alimentary plants, like yerba mate; aromatic plants, medicinal plants, textile plants and their fibres, etc.

Products from the raising of animals: wools, skins, hair, feathers, bones, etc.; honey, wax, etc.; fishes and their products.

Products of agricultural industry: flours and their derivatives, wines and alcohols, sugar, tannin, carbons, dried fruits and vegetables, preserves, etc.

Agricultural machinery and constructions.

Agricultural statistics and rural economy.

Other sections will also be installed, in accordance with the means at disposal, amongst them, a room for permanent agricultural consultations, with an annexed laboratory for all kinds of agricultural products; a field for experiments in cooperation with cultivators, for the trial of seeds and above all for the production of seeds and plants suitable for propagation, so as to remit them, at cost price to agriculturalists; a practical review, edited in a simple style, on subjects easy to the least cultivated mind, so that its efficiency be greater, and the propaganda more beneficial.

A great part of all this is still only a project, and the want of employees, reduces them to the classification of the collections got together.

The Museum counts more than 20,000 specimens.

The section of agricultural machinery ought to be enlarged, and the way to do it with economy is being studied, the same as for the station for trying the machines, which must be obtained, and be placed at the disposal of the cultivators.

The collections of wines and flours are just now being completed, and in a short time, the same will be done for sugars, the different varieties of cane sugar, etc., and other industrial products. And that the action of the Museum be as large and as profitable as can be, it is necessary that the public, producers, breeders, and traders help with this work, and that the products sent, are accompanied with all the information necessary to the visitor.

The number of these visitors increases continually: from 40 persons a day, the average now passes 250.

The Museum exists scarcely two years, and as other similar establishments is the result of numerous years of work on the part of different professors, agriculturists and cooperators of all kinds. In spite of this, it occupies a good place amongst its equals, and only the Agricultural Museum of Berlin, and that of the Hungarian government in Budapest surpass it.

Libraries.

National Library.—Mexico street, 560-566.

This library was founded in 1810 by the famous revolutionary «Junta», who put it under the protection of their illustrious secretary, Dr. Mariano Moreno; the first librarians were Dr. Saturnino Segurala and brother Gaetano Rodríguez.

Before this date, in 1796, the prelate Don Manuel Azamor y Ramírez left at his death, his books, to found a library. In 1806, at the time of the first English invasion, this was on the point of being realised, but had to be put off.

The idea of the «Junta» to establish a library in the town, was received with sympathy and enthusiasm, as much among the natives as among the foreigners, particularly the English who made gifts of many books.

For the installation, a house belonging to the Jesuit Fathers was chosen, and it remained there up till 1902 when it was transferred to the beautiful site where it is at present, premises which will be enlarged by building on the adjoining site. This new building, although destined for the administration of the National Lottery, happily unites all the conveniences and desirable comforts for the noble object which it serves. The entrance, the vestibule, and staircase show that one finds oneself in a sumptuous building. In the library, there is an office for the director, a spacious reading room, and a depository for books.

Moreover there is a beautiful lecture-hall in the shape of an amphitheatre, which also does for classical concerts, conducted by Professor Albert Williams.

The librarians of the National Library have all been eminent men in national history and literature: among them one may mention; Manuel Moreno, Mármol, Trelles, Quesada, and the present librarian Mr. Paul Groussac.

The method for classification adopted, is that of Brunet simplified.

In 1823, during the direction of Moreno, the Library had 17,229 volumes at the public disposal; in 1882, 32,000; in 1893, 61,707; in 1904, 150,000; and at present it has 170,000 volumes and 10,000 manuscripts, more or less.

In the year 1880, at the time of the federalisation of the town of Buenos Aires, this institution passed over to the Nation, and the government gave it all its attention, with the idea of placing it in a position to answer to the utmost, their purpose. Three volumes of the methodical catalogue of the National Library, have been published, with an introduction by Paul Groussac, and two other volumes of the Annals of the Library, in 1906 the catalogue of manuscripts was published. In the winter, the library is heated. The hours are: From the 16th. of April to 15th. of October, 11.30 to 4 o'clock p. m. and from 8 o'clock to 10 in the evening; from the 16th. of October to 15th. of April; from midday to five o'clock.

Library and Mitre Museum.—Among the important libraries and museums in the town, is one that belonged to the much regretted General Bartolomé Mitre, worthy of special mention. It is placed in the house of the General, San Martín street, 336, the house where he died, and which the National Congress has made National Monument, in recognition of the glorious services rendered to the Nation, by the illustrious general, statesman and writer, whose death has been the cause of sincere public mourning.

The library constitutes a real bibliographical treasure, formed by General Mitre, during fifty years of an active and intellectual life. It is distinguished principally by American works, and specially by a very rich collection of documents and manuscripts which served the general in writing the «History of Belgrano» (3 volumes, 4th. and last edition, year, 1887, edited by Félix Lajouane) and the «History of San Martín» (4 volumes, 2nd. edition corrected, year 1890, by the same editor), (or library of the newspaper *La Nación*) two true monuments of the National historical literature. The enumeration of the important and abundant library of General Mitre, absorbs a space, which we have not got to give, in this publication; we advise the reader who wishes to have an idea, more or less, of it, to read the interesting pamphlet entitled: «A letter on American bibliography, addressed to Mr. Diego Barros Arana (Una carta sobre la bibliografía americana, dirigida al Sr. Don Diego Barros Arana) by General Mitre (Buenos Aires, printing offices of *La Nación*, San Martín street, 344).

Here, in these terms the General himself traced, in the said letter, the catalogue of his library:

«My plan is methodical, according to the system of classification that I have adopted, having in view the material which constitutes my collection of books.

»The general material, is history, geography and ethnography, The different sections which form it, follow each other and link with each other in the order of the studies of an «Americanist», now geographical, now scientific.

»Here is an idea of my work: Introduction.—It will be formed by the «Bibliografia Americana» or the knowledge of the books which will be studied.—First section.—Pre-colombian America, indigenous races and languages, physical geography, aspect of the soil, botany, study of certain plants and of American culture.—Second section.—Discovery of America, geographical antecedents, Columbus and Vespuce, first writings of the discovery, epic poems on the discovery. Third section.—America in general, history and geography, voyages and discoveries, etc.—Fourth section.—Río de la Plata in general and in detail (will form 9 or 10 chapters).—Fifth section.—Spanish America sub-divided geographically into republics.—Sixth section.—Portuguese America.—Seventh section.—North America.—Eighth section.—American matters in which the question of limits forms the basis.—Ninth section.—Spain and America.—Tenth section.—Rights, schedules, codes, constitutions, collection of treaties and special works on the same.—Eleventh section.—Manuscripts, on the Río de la Plata, in detail, and on America in general, comprising my own historical archives, this will be a section that will take up many chapters, which I have not yet fixed.—Twelfth section.—Maps and engravings (the first will number more than a thousand).»

It would be difficult and long to describe separately, each one of these sections. It suffices to say, that they contain all the best that has been published by the great intellectual Americans and Europeans on history, descriptions of voyages, natural sciences, literature, politics, journalism, and amongst the authors mentioned are several very ancient ones: Columbus, de las Casas, Rubalcava, Ulloa, Herrera, Jorge Juan, Del Techo; and of the modern ones: Roselly de Lorgnes, Robertson, Belloc, Harris, Muñoz, for the history of America; Magallanes, Debrosse, Falkner, Feuillée, Humboldt, Stevenson, d'Urbille, Fitzroy and Arbigny for American voyages; Ruiz de Montoya, González Holguín, Bertonio, Brasseur de Bourgbourg, for the linguistic section; Machoni, Xarque, Azara, Lozano, Charlevois, Demersay for the Paraguayan section; Alvar Núñez Cabeza de Vaca, Schmidel, Ruiz Díaz de Guzmán, Barco de Centenera for the section of the Río de la Plata. In the geographical section there are maps taken from the first ones which were formed by Columbus and Vespuce after the discoveries; some are general; others are of the two continents; there is one of each country in America, and also others giving details on the ramification of the Cordilleras or on the course of the rivers. A greater part of these maps, are editions already very old and in part worn out.

Cupboards enclose the documents of great value. One may see administrative papers of the time when Juan de Garay was captain-general and Chief Justice for the whole government of Paraguay and the provinces of Río de la Plata; these documents are signed by Garay himself, and are dated at Assumption; the almost complete collection of the manuscripts belonged to General San Martín; these manuscripts were sent to General Mitre by the grandson of San Martín. Then come, the documents of the time of Belgrado, of the epoch of discoveries and conquests, of English invasions, of the Argentine revolution; of the time of Rivadavia, of Pueyrredón, of Echevarría, Lavalle, Sarmiento, Azara, Facundo Quiroga, etc., to which one must add the papers that treat on the war in Paraguay, and the political and military career of General Mitre. All these documents form a group of authentic witnesses of national historical life. Mr. Emilio Mitre, according to the desire expressed by his father, has made a gift of this library to the Nation.

Rivadavia Library (Popular del Municipio).—Corrientes street, 1615.

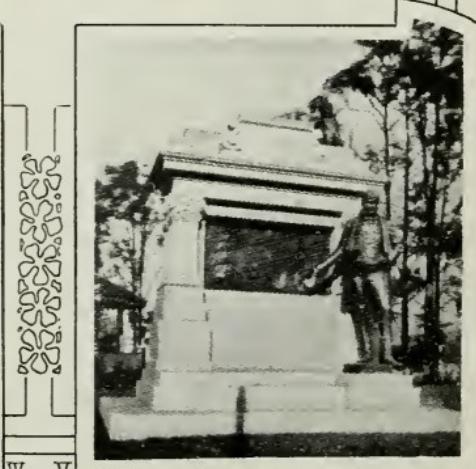
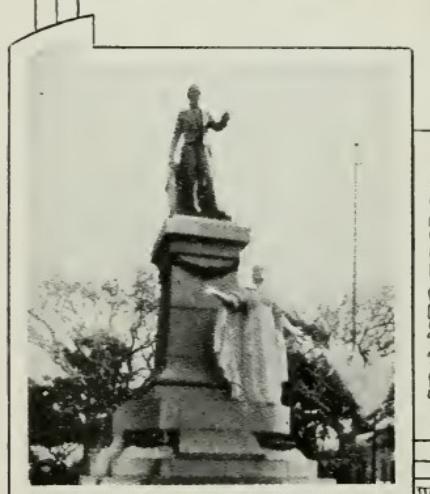


Panoramic view of Buenos Aires.



Congress Square (Buenos Aires).

STATUES AND GROUPS THAT ADORN THE SQUARES AND WALKS
OF BUENOS AIRES



I. Rodríguez Peña, Rodríguez Peña Square.—II. Cástelli, on the Plaza Constitución.—III. Monument of General José de San Martín, in the Plaza San Martín.—IV. Paso, Plaza Independencia.—V. Larrea, Chacras.

STATUES AND GROUPS THAT ADORN THE SQUARES AND WALKS
OF BUENOS AIRES



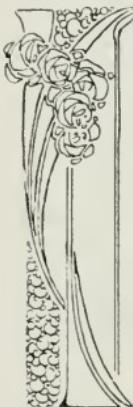
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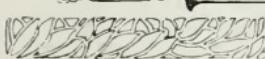
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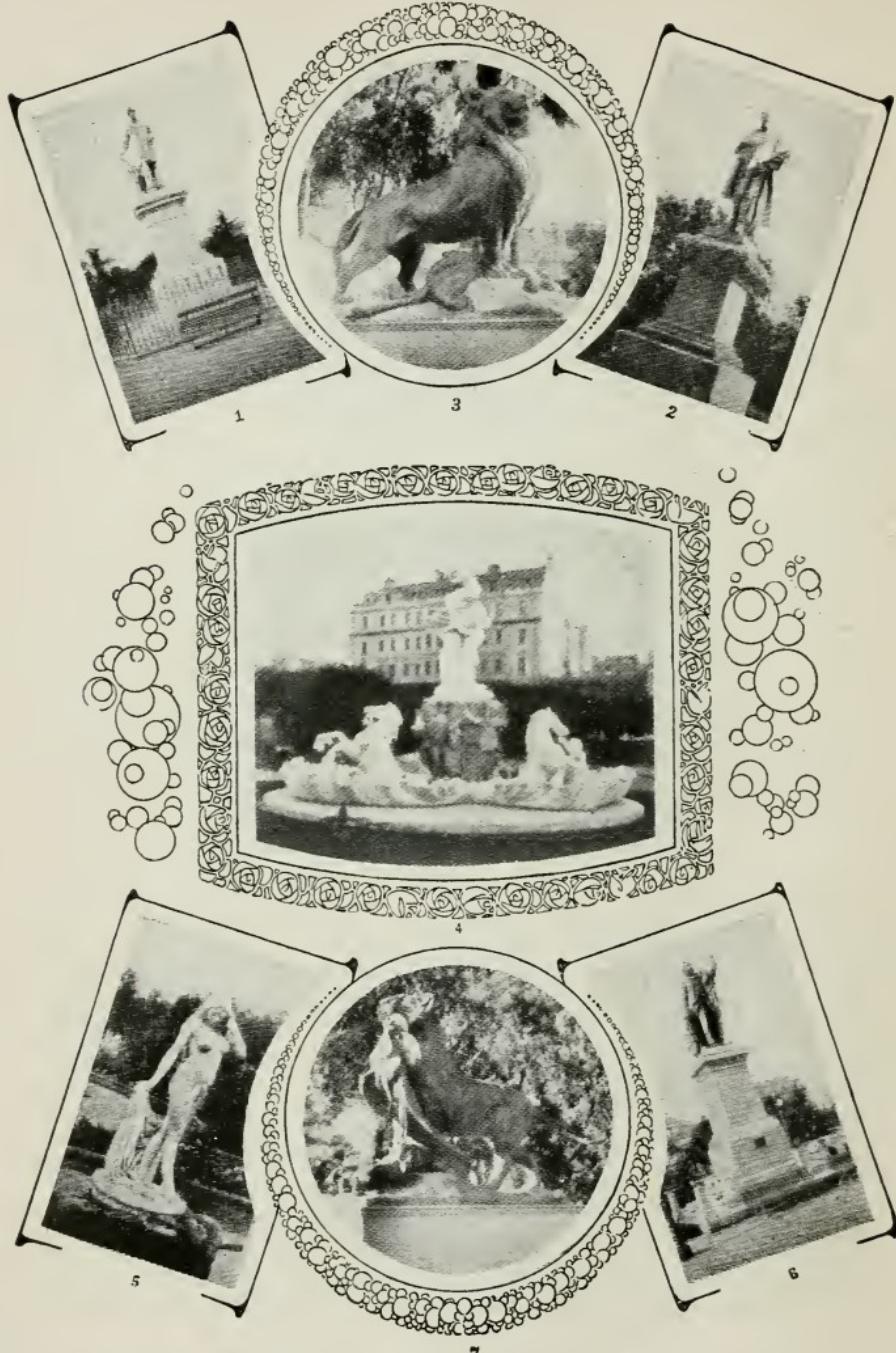
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6

1. Statue of General Lavalle, in the Plaza Lavalle.—2. Statue of Carlos Tejedor, in the park '3 de Febrero'.—3. Remorse, Plaza del Congreso.—4. Sagunto, by Querol, Plaza Rodriguez Peña.—5. Statue of Falucho, cross-way of Calles Rio de Janeiro and Lambare.—6. Statue of Sarmiento, intersection of Avenues Sarmiento and Alvear.—7. The first cold, Plaza del Congreso.

STATUES AND GROUPS THAT ADORN THE SQUARES AND WALKS
OF BUENOS AIRES



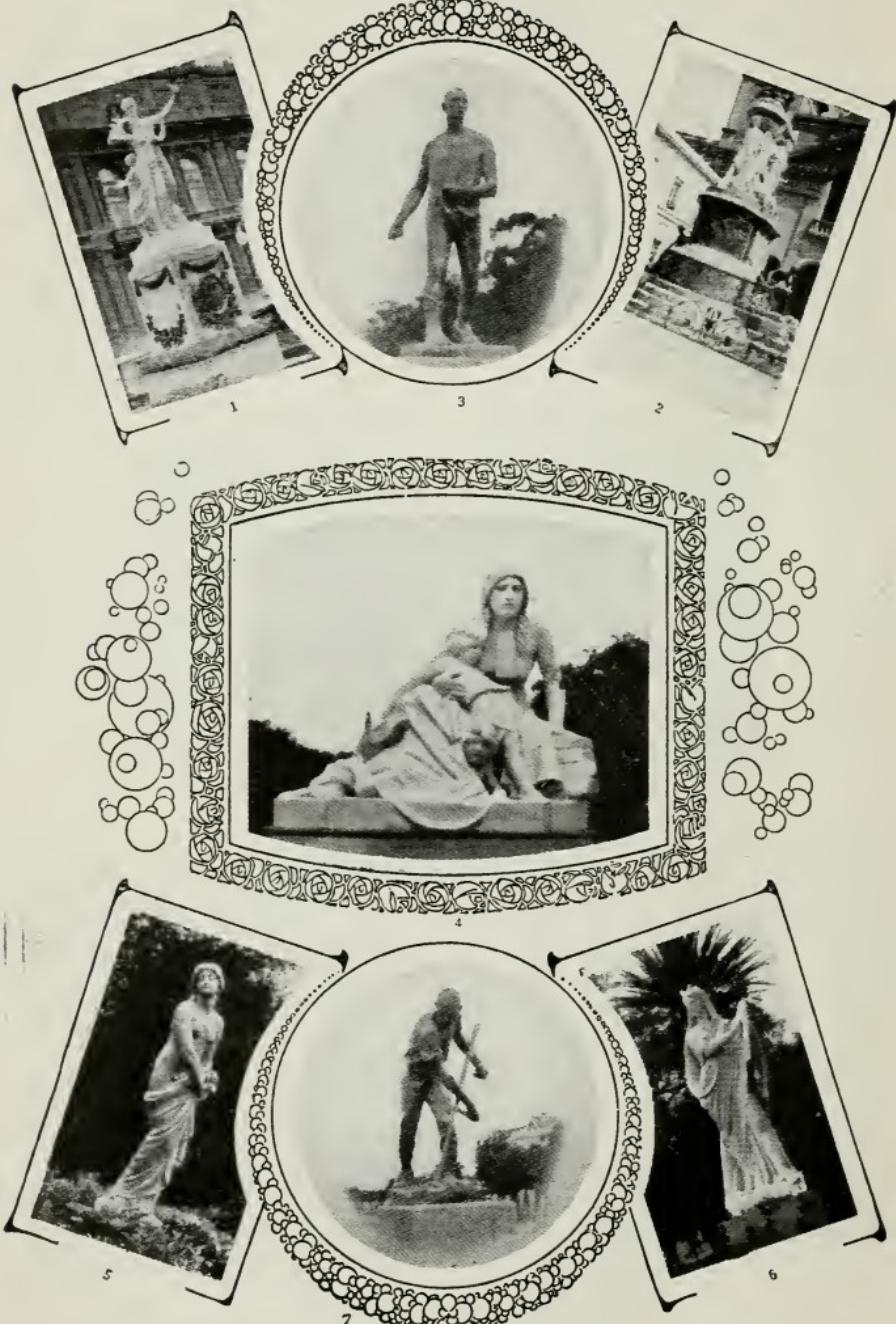
1. Statue of Mazzini, by Monteverde, «Julio» Walk.—2. Statue of Edward Costa, Park «3 de Febrero».—3. A lion, Avenue Sarmiento in front of the Rural Exhibition.—4. Fountain of Lola Mora, «Julio» Walk.—5. Venus.—6. Statue of Adolphus Alsina, Plaza Libertad.—7. Lioness, Avenue Sarmiento, in front of the Rural Exhibition.

STATUES AND GROUPS THAT ADORN THE SQUARES AND WALKS
OF BUENOS AIRES



I. The reaper, Avenue Alvear.—II. Fountain in the Zoological Garden.—III. Monument which Spain presented to Argentina in testimony of fraternity, intersection of the Avenues Alvear and Sarmiento.—IV. Monument to Christopher Columbus which the Italians residing in Buenos Aires presented to the Argentine Republic as a testimony of fraternity, Colon Walk.—V. Statue representing the first printing, which adorns the monument of Vieytes.—VI. Statue of Hipolito Vieytes in the Park of Lezama.

STATUES AND GROUPS THAT ADORN THE SQUARES AND WALKS
OF BUENOS AIRES



I. Group of sculpture.—2. Mausoleum of General Belgrano, in front of the Sto. Domingo church.—3. The Sower, Avenue Alvear.—4. The Captive.—5. The Spring.—6. Faith.—7. The Mower, Avenue Alvear.

STATUES AND GROUPS THAT ADORN THE SQUARES AND WALKS
OF BUENOS AIRES



I



II



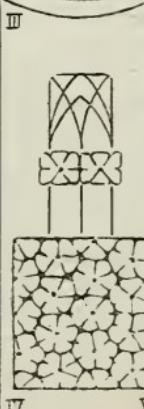
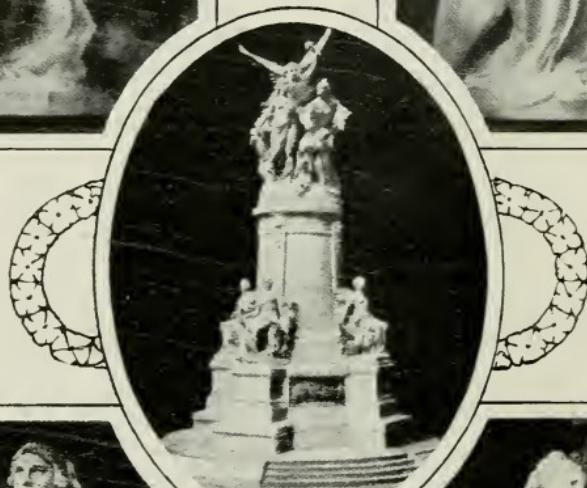
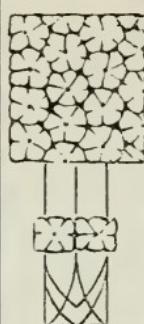
III



IV

I. A monument which the Spaniards residing in the Argentine presented to the country as a testimony of fraternity, intersection of the Avenues Alvear and Sarmiento.—2. Monument erected in honour of Mariano Moreno in the Plaza del Congreso.—3. The town of Buenos Aires protecting the abandoned: Group placed in front of the Municipal Loan bank, corner of Calles Suipacha and Viamonte.—4. The secret: group placed in the vestibule of the Colon Theatre.

MONUMENT WHICH THE FRENCH COLONY RESIDING
IN THE ARGENTINE REPUBLIC PRESENTED TO THE COUNTRY
ON THE OCCASION OF THE FIRST CENTENARY OF THE REVOLUTION
OF MAY, IN TESTIMONY OF FRATERNITY



I. Science.—II. Industry.—III. Principal group.—IV. Agriculture.—
V. Arts, Plaza de France Avenue Alvear and Recoleta.

This was founded the 20th. May 1879, by the association «Bernardino Rivadavia». In 1912, this library possessed 30,000 volumes; 24,556 persons came to consult 28,336 works, during last year.

The subscribers pays \$ 1.00 per month, and can have books sent to their houses.

Library of the Society «Tipografica Bonaerense».—Solís street no. 707.

Allows of books being sent to the houses, and is open from 7 to 10 o'clock in the evening. It receives all the newspapers, and all the reviews of the Argentine Republic. The entrance is free. It has at present more than 6,000 volumes.

Library of the Medical Faculty.—Córdoba street, 2180.

Open every day, and accessible to students, and to the public. Has more than 20,000 volumes.

Library of the Faculty of Laws.—Moreno street, 350.

The first one, which exists for works of law, in the Republic. Open every day for students and the public.

National Library of Masters.—Rodríguez Peña street, 935.

It has 25,000 works treating on education. Open to teachers, but those who do not belong to the educational career are admitted, on asking for permission.

Library of «La Prensa».—Avenida de Mayo, 567.

Among the important public institutions founded by this great organ of publicity, one finds a well furnished library, accessible to the public in general. It is open every day and on holidays from 2 to 7 in the afternoon and from 9 to 12 in the evening.

Cemetery of the Recoleta.

It is almost full, this vast and taciturn city of eternally silent inhabitants. Enshrined in a smiling and flowery part of the town (the delightful walk which bears the same name as the cemetery) it awakens the pious and pleasing idea of a survival of those who repose there, listening perhaps, at the bottom of their narrow coffins, to the cries of children who, in the autumn afternoons and summer mornings, frolic on the large grass-plot that comes up to the walls of the cemetery. All around, in the large Capital, is movement and agitation, in the endless anxiety of life; the silent necropolis, resembles a sleeping water in the midst of the agitation of the human current, or a peaceful haven where tired souls find refuge and peace, whilst on the other side of the walls, passing like an eternal and vague roar, is heard the busy working population.

Facing the square, the cemetery extends over an area of 50,000 square metres, having been augmented by a third, by the Intendent Alvarez, at the back, where the new section is, and where the most beautiful monuments are.

On entering the chapel destined for the last rites, a gigantic marble Christ, by Monteverde, attracts the visitor and obliges him to stop and look at it. This Christ is executed according to the new way, that is to say, taking into account the attitude of the dying Christ. Instead of the classical rigidity, which the old crucifixions maintained as if the figure were suspended by a miracle, without apparent weight or flexion, the Christ

by Monteverde, hangs heavily from the nailed hands, the head half fallen forward, the body violently contracted, the legs twisted under the weight of the body, badly supported by the nails which traverse the feet, the toes of which, are some twisted, and others stretched, showing the muscular contraction in the painful agony. This Christ produces a profound and brusque impression, inasmuch as he is humanised in the physical suffering of the last moment. Then, one enters the cemetery (1).

On taking the first steps, another magnificent marble makes one forget the Christ; it is a woman in mourning, dejected by an insupportable pain which transmits itself to him who looks at her. But it is a sadness without outburst, the intimate and profound pain of a believer. She is called «La Dolorosa» and is placed on the tomb of Facundo Quiroga, «The terrible shadow» invoked by the apostrophe of Sarmiento. This is to the left, on entering (2).

To the right, the tomb of a hero recalls the epic days of other times. This is the tomb of Colonel Brandzen, the stoic soldier of Ituzaingó. Near-by, many great men repose: Colonel Mayer, whose tomb of iron in the gothic style, shows up amidst the whiteness of the surrounding monuments; that of Rodríguez Peña, simple, as if to show that great men can need but small space; that of the artillery-man Piran with his type of veteran Frenchman. The monument of Lugones, of Mitre, Navarro Viola, a little further on, but always to the right, is a mutilated pyramid on the summit of which, a angel of bronze sits in a pensive attitude. This is the work of the artist Ballerini. Near this monument, is that of the young Dominico Sarmiento, student, writer and soldier, which represents the father depositing on the tomb of the unfortunate captain, an emotional book. The tomb of the father is on the other side; it is dominated by a gigantic bronze bird which appears to take flight towards space, where it will escape the high thoughts of the mighty old man. His pupil, the great Alberdi is also there to the right, in a tomb of marble, on which the dry and bilious

(1) I had occasion, in 1902-1903, in the different visits I made to Monteverde, in his studio, in the Piazza Indipendenza, Rome, to hear from the lips of the author all about this inspired work, and the casual origin of this novel form, employed by him.

Monteverde said to me, that the model he placed on the cross with extended arms, and feet reposing on the wood, could not maintain for sufficient time, the rigidity of the body, but that giving way to the weight of his body, he inclined heavily in the attitude that is represented in the statue. The artist added: «This is the position I adopted for my work. It represents the Man-Christ who, to redeem his equals, dies resigned on the cross». And he gave the statue this new position (A. B. M.).

(2) This beautiful statue, by the sculptor Tantardini, is not the original, as one generally thinks, but it is a faithful copy of another which exists in Milán.

When this sepulchre was constructed, and on the occasion of the placing of a commemorative slab by the family, a protest arose from the press and public opinion. The poet Stanislas del Campo echoing this opinion wrote the following verses, which it is said were read before the tomb of Quiroga and increased the popular protest:

«Qué importa que la cínica insolencia
»Ensalce el crimen, degradando el arte,
»Si el cristal de la pública conciencia
»Tal cual fuiste tendrá que reflejarte.
»En el libro sagrado de la historia
»Tienen su negra foja los tiranos;
»Escarnio ella será de tu memoria,
»Oh sanguinario tigre de los llanos!»

(What matters it, if cynical insolence praises crime, thus degrading art, if the crystal clear public conscience reflect you as you were. In the sacred book of history, tyrants have their black page. Yours will be full of contempt for your memory, oh sanguinary tigre of the plains!) (A. B. M.).

form of the eminent publicist detaches itself. In this part, there are few monuments that attract one's attention. The building of the cemetery is on the whole commonplace and of little merit, frequently rich, but of indigenous art. More marble work, than statuary. Nevertheless, here and there, some monuments, are noteworthy for remarkable details and occasionally for juxtapositions of value. Amongst them one may mention many granite monuments, a material now employed in funeral art. Some of them deserve to be seen: a predilection for Egyptian art is to be noticed in the stone monuments; in all of them there is the solemn heaviness and rigidity of line of this ancient style. There is also a pyramid where the remains of the poet Chassaigne repose, who has elevated a monument for himself much more durable than that, by his verses to the Argentine flag:

Página eterna de argentina gloria,
Melancólica imagen de la patria.

(Eternal page of argentine glory, melancholic image of the native land.)

Among the granite tombs one may mention that of Elas Romero, and of Samuel B. Hale for their severe good taste, and really original, simple artistic beauty: the tombs of Huergo, of Dr. Udaondo, Duggan, Dr. Emile Agrelo are festooned with jasminine of the country, which animates, with its vivid green leaves and small starlike perfumed flowers, the aridness of the granite; that of the family Leloir with a fine cupola supported by marble pillars; of Guillermo Lehmann, with applications of bronze and an angel of the same metal.—Grey granite has been used in preference. But now rose coloured granite, which is the most beautiful and least severe, is being employed. There are many marble and granite tombs, among them one may mention that of Mr. Lacroze, and that of Repetto, on the whole they have grandeur and are not exempt of grace. At the back, on the walk which marks the limits of the burial ground, there is a line of fine monuments. The wall is low, and from the electric tramcar that runs round the outskirts of the cemetery, ringing noisily its bell, one sees statues elevated, like brusque apparitions as if to surprise, with their eternally fixed eyes, the life that passes. The monument of Lucien López is situated there with his symbolical statue so much discussed, in which Falguières materialised the protest of life, of the fatherland, of thoughts before the brutal surprise of death. A woman seated on a log, ill-covered with a tunic, her arms crossed on the chest, and her hands contracted in vehemence and mute paroxysm, reflected on her face, the bitter pain of the immense and unexpected loss. It is said that the woman is a little mannish, some what bony and muscular to excess, that the principal details are scarcely sketched, in, for instance the hair, which has been commenced, but not finished. Nevertheless, her expression is superb and full of life; this is still more accentuated by this same apparent negligence, and by the want of aesthetic regularity and the conventional beauty of the figure. There, the monument of Judge Tedin is to be seen, a national homage to virtue, to rectitude and to the severe duty, which filled an entire life without one hour of weakness and violence. Here is the tomb of Viale, the passenger of the *América* who gave up his life-buoy in that terrible hour, and disappeared for ever under the waters, the remembrance of this, remains with men always, his quiet abnegation, more admirable than the heroism of the martyr exalted by faith, more difficult than the valour of a warrior, forced by duty and encouraged by glory; Viale, standing on his monument, throws the providential life-buoy; and at the base, there are two bas-reliefs in bronze, reproducing the episodes of this history, and terrible catastrophe.

Near to this monument is that of Dr. del Carril seated on a bench of marble, under a graceful moorish temple on the summit of which a figure of Time in bronze, watches the sand pass in his clepsydra. There also is the tomb of Fernand Villanueva, the doctor-painter, fallen, during the bloody days of 1890. It is composed of three great blocks of marble; on the second, an angel of bronze is seated and meditates, holding between his fingers, the pen with which he writes on one of the stones, the beloved name and the fatal date. On the base one sees, the now useless palette and brushes of the painter of battles.

By the side of the monument which we have described, is situated the tomb which brings to the memory of the easily forgetful, the revolution of 1890. It is composed of two masses resting against each other, the first one is of grey granite, bearing an allegorical group of the combatants in this strife: a civilian, a soldier of the line, a sailor and a cadet of the Military School, who hold in their hands the invincible flag, on the second pedestal, which is higher than the first, and of rose stone, is the revolutionary group, the Fatherland holds a dying being, who still grasps the sword, broken in the battle. The whole is of a severe and spontaneous majesty.

Quite close to this, is the tomb of Ayerza, monumental and rich, with allegories of Science and Charity, also that of Vincent Ocampo, one of the works of art of the cemetery: on steps of rose granite, is an urn at the back of which is a beautiful figure in marble, which has taken from the new art her exquisite beauties, without falling into affectation. The arms are crossed, the expression fixed and obstinate, a starred band holds the flowing hair together, the tunic audaciously folded, as if tormented by a violent wind, refines, enlarges and spiritualises the celestial image, who holds in her right hand a long trumpet. This sincere work of art is assigned to Monteverde.

The tomb of Vélez Sársfield offers an agreeable sight to the eye, in the midst of the profuse whiteness of piled up marble and the mediocrity of the greater part of the sepulchres. This tomb is very simple and without any architectural novelty, but it is enlivened by two trellises of ivy, which surrounds with its leaves, light columns that sustain the cupola under which stands the bust of the eminent civilian, his severe features, portrayed in bronze.

Then comes the most monumental and one of the most beautiful tombs of the Recoleta, this is that of Dr. Francis J. Muñiz, doctor and soldier, paleontologist and philanthropist. On this tomb, absorbing all interest, is the superb figure of a woman in bronze of two shades, she is seated at the foot of the monument, leaning her arms on the projecting sides with a natural and absorbing abandon. The woman is «Science» and is of unimpeachable beauty, with a soft yet penetrating expression, which, like a mysterious light, is shed over her face and animates it like an internal breath, which makes one wait vaguely, after some minutes of contemplation, for life and movement. The vestment is of superb statuary elegance. The whole figure, breaths a superior majesty, which elevates the spirit towards other regions. On the steps of black marble, an elevated pedestal has on its sides remarkable bas reliefs that relate the episodes in the life of the great citizen. The monument is surmounted by his bust, which is worthy of the whole work.—Ximenes fecit.

The monument erected to Manuel Quintana (Law of the Congress) is a beautiful mutilated pyramid in marble. The figure of Death in bronze appears on the front part. Farther on, a magnificent group in marble (by Peynot) recalls the memory of Lartigau and the tragic event of the 14th. of November 1909. The victim is received in the arms of a woman with a sweet face, whilst the people are represented by another woman standing erect, with a gesture of repulsion and anger.

Returning by the central walk, seeking the exit, one sees in the distance several tombs, which for their artistic merit, or for the ashes of those they enclose, make the visitor go back to see them. That of Cramwell, signed by Calvi, represents a woman sleeping on a marble bed, with a child gracefully inclining on her breast, amongst leafy flowers; that of Marco Avellaneda, governor of Tucumán and promotor of the league of the Northern provinces against Rozas, who was decapitated at Metán. It is worth while to stop a moment, and see the tomb of Diego de Alvear who, in a peaceful interior, realises the idea of eternal life, surrounded by the tender adoration of his four daughters, portrayed in marble, gracefully surrounding the bust of their father; that of Florencio Varela, in front of that of Vincent Alsina, and that of Juan-Cruz Varela, the most costly perhaps in the cemetery; this is a temple of marble, on the steps of which a woman in mourning, has fallen, full of pain; sobbing out her prayers, she embraces an urn in the form of a cup which encloses, perhaps, the perfume of a soul. The prostrate figure of bronze is of great merit.

Near this central path, the visitor stops also to see the magnificent

monument of granite and marble erected to the memory of Dr. José Carlos Paz, the founder of the «Prensa». This is perhaps the most beautiful tomb in the Recoleta, and due to the chisel of the French sculptor Coutant. On a foundation of marble, Death comes out of the tomb taking the road of life, guided by an angel. Two other angels are praying before the crypt. The entire whole, is a magnificent work. And so one wanders, towards the exit, not without resting the eye on the tomb of Roverano, an allegory of victorious self-help, happily conceived; on that of Ventura Coll, which has the robust figures of two beautiful children; on that of Rawson in the central part of the old outskirts, from which four diagonals run to the four angles of the cemetery. Rawson and Brown are neighbours in their tombs. The sepulchre of Rawson is simple and severe like his life, as sage and statesman, and has two valuable bas-reliefs; Rawson in his clinic, and Rawson in Parliament.

Still a look must be given to the column of Brown, and then one goes out, stopping once more, before «La Dolorosa» by Tantardini, the masterpiece, without doubt, of funeral art in Buenos Aires.

Argentine journalism.

The great institution of the Press—the most fascinating and directing force of modern society,—was, amongst us, like everything else born at the commencement of the last century, at first so poor and so precarious that even with the aid of a vivid imagination, one could not have foreseen what it would come to be, at the end of this venerable stage, in the life of humanity.

The first printed paper that appeared in Buenos Aires, in the character of a newspaper publication was (April 1st., 1801). *El Telégrafo Mercantil, rural, político-económico é historiográfico del Río de la Plata*; pompous in title, but poor in matter, substance and appearance. It was founded by Colonel Francisco Antonio Cabello y Mesa, who did not lack titles nor empty phrases, inasmuch as he called himself the lawyer of the Royal Council; the first newspaper writer of these provinces and of the kingdom of Peru, the general protector of the natives on the frontier of Xauxa, etc. This small newspaper was a bi-weekly one, of 8 pages (more or less 13 X 20) printed with the poor implements of the Royal Printing Office of the Foundlings.

As a curiosity, I will state that the first number only contained an article by the editor who lamented the few subscribers, and the many obstacles which he had overcome, and praised the Dulcamara (Bitter-Sweet) the famous ode to Paraná, by Dr. Manuel José Labardia; a small page of private announcements and the arrivals and departures of some coasting boats and ships in this port, and that of Montevideo.

This publication—in spite of its insignificance—had the merit of initiating something, and of representing a laudable effort, but it may be said that the real journalism of the Argentine was born with the *Semanario de Agricultura y Comercio*, by Hipólito Vieytes in 1802, in shape, like its predecessor, and printed at the same printing office, but with better elements and written in a superior manner; with the *Correo del Comercio de Buenos Aires*, which Belgrano founded in January 1810, and which served him as a pretext to dissimulate meetings of patriotic revolutionaries; and principally with *La Gaceta de Buenos Aires*, which appeared on the 7th. June 1810, printed and published by M. J. Gandarillas & Co, with good typographical material, the principal editor being the patriot, Mariano Moreno. This review, which was also weekly, and of the same shape as the others, doubled its size a year afterwards.

In these first manifestations of periodicals, news—which is the nerve and source of life of modern journalism,—was almost nil, it was reduced to reporting the restricted life of the port; but politics, today historical, were very important, because they were in the hands of a group of patriots and they treated of the burning question of the liberating revolution, and once triumphant, of the constitution and organisation of a new Republic.

From that time up to 1835, many newspapers saw the light and died, responding to political exigencies, commercial interests, the ambition of parties, aspirations for liberty and order, or to young and elevated ideals written with more or less certitude, knowledge and energy, with impulses more or less generous, but always advancing on the road to modern ideas, dealing with information, criticism, polemics, literature, commerce and showing already a tendency to the diffusion of encyclopaedic knowledge.—which to-day, makes great newspapers so interesting—inserting advertisements, enlarging the size and increasing the frequency of their appearance. *El Grito del Sud* (1812-1813); *Los Amigos de la Patria y de la Juventud* (1815-1816); *El Americano* (1819-1820); *El Constitucional* (1820); *El Abogado Nacional* (1818-1819); *El Centinela* (1823-1824); *El Argos de Buenos Aires* (1821-1825); *La Abeja Argentina* (1822-1823); *La Crónica política y literaria* (1827); *El Correo político y mercantil de las Provincias Unidas del Río de la Plata* (1827-1828); *El Amigo del País* (1833); *El defensor de los derechos del pueblo* (1833); and others, workers for light, wrestlers for ideas, phalanxes of abnegation and sacrifice in times when one left the pen to take up the sword, when one wrote with pistols in one's belt, and when one article might cut short one's life. There are others, modest but valiant forerunners and generators of the modern and very brilliant Argentine press.

Unfortunately Rozas came, and one of his first acts, was to kill the newspapers; only the *Gaceta Mercantil de Buenos Aires*, remained (1823-1852) the organ of the Restorer of laws, and mirror of these days of terror.

After Caseros, and on account of the great precept of liberty to print, proclaimed by the Constitution of 53, journalism rose up again, making rapid strides, discussing all questions relative to the reorganisation of the country, attacking, pursuing anarchists of different classes, who from all parts rose up ambitious, provocative, retrograde and sanguinary. The newspapers develope; they enter into a new era, they enlarge their pages, they open their columns, they decentralise and fortify their action; they raise their voices, in all the corners of the country, and sometimes beyond its limits; they serve the industry and commerce; they diversify their information; they adopt all known forms and fulfill their complex and delicate mission, maintaining themselves at a height, and sometimes surpassing the level of civilisation, the life of which, they reflect.

In this second period of the renaissance of Argentine journalism, with the immense rush that the fall of the tyrant produced, many newspapers made their appearance—which let the sentiments, so long compressed, overflow—which sounded their ardent, bellicose note and disappeared: *El Comercio*, *El Federal*, *La Avispa* (with its original title: Publicación al vapor, palo de ciego á quien no ande derecho). *El Correo Argentino*, *Los Debates*, all passed like a squall in 1852.

The most illustrious champions, veritable pillars of the journalism of that time were: *El Nacional* which appeared the 1st. May 1852, rising from the ruins of *El Diario de la Tarde*, continuing with a feuilleton of this paper, and the majority of its subscribers, and which according to the programme signed by the great Jurisconsult Dalmacio Vélez Sársfield, had to collaborate in the work of the organisation of the Republic, undertaken by General Urquiza and in which the powerful pens of Sarmiento, Juan Carlos Gómez wrote by the side of many others, and *La Tribuna* (1853-79) of Héctor and Mariano Varela which attained an extraordinary success. The following newspapers had their importance also: *La Crónica* (1854-5), by Juan Ramón Muñoz and *El Orden* (1855-56) which was edited by Félix Frías and Luis Domínguez and in which Nicolás Calvo, Vincent Fidel López and J. B. Peña collaborated.

In 1857, *Los Debates* appeared again edited by our great statesman General Mitre, in 1862, it took the name of *La Nación Argentina* and in 1870 that of *La Nación* under which, it is still such an honour to Argentine journalism, owing to the high rank which it undoubtedly occupies, as much for its editing, as for the literary and intrinsic worth of its contents.

Many also were the abuses in journalism, and there were numbers of ephemeral pamphlets created for the propagation of determined ideas, and

others bold and scandalous, engendered by passions, hatreds and ideas which happily could not take root in our intellectual soil.

At present there are more than 400 newspapers, reviews and periodicals in the Argentine Republic, amongst which a hundred are foreign. *La Nación*, *La Prensa*, *El Diario*, *La patria degli Italiani*, *El País*, *El Tiempo*, *La Razón*, *La Argentina*, *La Gaceta de Buenos Aires*, *El Nacional*, *La Tarde*, *Buenos Aires Handels Zeitung*, *Le Courier de la Plata*, *Roma*, *The Standard* and *La Mañana* have attained the highest degree of contemporary progress, in all that refers to elementary materials, illustrations typography, stereotype, rapidity, paper and installation, *La Prensa* comes first with its really superb and magnificent palace, which rivals the best in North America, and has not its equal in Europe. This newspaper is the most popular, with its issue of 150,000 copies, an issue which our ancestors of the Independence, and our first publishers, would have considered a fairy tale.

The same cannot be said of our illustrated reviews which, excepting *Caras y Caretas*, *La Ilustración Sud-Americana*, *P. B. T.*, *Tit-Bits*, *Fray Mocho* and *El Mundo Argentino*, leave much to be desired, both in literature and illustrations, and are backward compared to European ones.

The exigencies of journalism have changed greatly to-day, and the duties which it imposes, are each day, more arduous and difficult, and the necessary preparation more special, owing to life being more complex, active, multiple, impressionable and strenuous, to the greater, more numerous and subtle gearing of our cosmopolitan organism, to the vaster, more subdivided and particularised universal encyclopaedia of human knowledge and to the greater human curiosity that the press excites and directs. Argentine journalism, represented by the great organs I have cited, by *El Diario*, which has a unique rank, a personal physiognomy, and also by the numerous phalanx of pamphlets of a relative importance, national and foreign, which I have not mentioned individually, so as to avoid omissions, are on a level with the most advanced in the world. Its telegraphic service is remarkable, as also the correspondence service, which is in charge of the most celebrated writers of the day. Our first newspapers are a kind of wonderful graphic mirrors, which allow us to see almost instantaneously news and facts, worthy of interest, that happen in every corner of the world, also the slightest movement of nations at war, which, to the shame of humanity, is never wanting, up to the oscillations of values in the centres that regulate national commerce, also to the latest books by authors in vogue, the debut of a celebrated singer, the triumph of a painter, a musician, a comedian; this is the Argus of the fable that knows all, tells all, and comments on all. To-day, those who read it, not only are informed of all the national events from Jujuy to Tierra del Fuego, of all work, of the gossip of private persons; of executive power; of the Courts of Justice; the town, politics, the world, but they travel as on an illustrated planisphere, or through the crystals of a cosmorama over, the heavens, seas, among towns, lands, people, sciences, arts, and all that is possible to, imagine. They study the past, describe the present and foretell the future. Can one ask for more? Yes, much more, for that which concerns the foundation, the essence of the mission of journalism, its supreme object, as a social, political and educational institution, its elevated mission of an impeccable rectitude and morality, as a barrier against the evil tendencies of mobs; yes, like a pulpit of clairvoyance and of justice, which guides new generations and offers them noble examples to imitate, realising thus, that which one may call the ideal of the utmost perfection of journalism, the luminous goal from which we are still at a great distance. To attain this ideal, the press, in its propaganda of ideas, in its instruction, its impulses, ought, to my idea, always to follow the following programme: enlighten the judgement of the governors with sane, severe and prudent advice, that responds always to the necessities of the community, never to criticise, nor attack systematically, nor with interest; indicate the way to correct faults and errors; not to be an echo of individual ambitions or of business corporations and speculators, who pursue private interests, generally to the detriment of true popular good, and to occupy themselves with that which is durable and stable, in the future projects of general polities, which the material, moral, intellectual and sociological interests of the country require, so as to strengthen progress; defend in all

their manifestations the fundamental dogmas of freedom, of democratic institutions, without truce or violence, fortifying the dignity of the people and the consciousness of their rights, so that they consecrate themselves to a religion of honour and civic morals; not to pass over in silence pernicious dogmas, or corruption in whatever order or hierarchy they may have been produced; enlighten the spirit of the legislators and judges, control with a serene impartiality the motive of their acts, and discuss with a practical judgment the latest conclusions of science in all its phases, which are useful to the general development of the Nation. The journalist pen ought to diffuse truth; reveal good sentiments; praise all that is noble and generous, stimulate work and the rational proportion of its remunerations; develope a taste for the beautiful in all its natural and artistic splendour and, lastly, inspire always, goodness and justice.

This perfection, at which one has sometimes momentarily arrived, by accident, or in moments more or less transcendent or solemn, we will not succeed in attaining for some time yet, owing to the want of austere direction in the formation of character, independence and impartiality of opinions, of knowledge and of firmness in convictions, of true altruism and civic honour.

The pages printed are still too dominated by the spirit of lucre and use their prestige and force for individual advantage; these are the weapons of strife in favour of certain groups of all classes who form, reform and transform themselves at every moment, with the coming and going, and the collision of interests and passions of life; which defend the cause of the moment without any other aim than that of the success and benefit, that it may bring them, sometimes stowing up in its lowest depths, the envy, deceit and malice which unfortunately exist in the hearts of all men.

However, the faults I have pointed out, are not our lot only, but belong to humanity and unlike the ideal I have depicted synthetically, are not the expression for noble aspirations for good; I conclude that Argentine journalism follows its rising evolution and that its leading newspapers can figure without a stain, amongst the most advanced and most important in the world.

ANGEL MENCHACA.



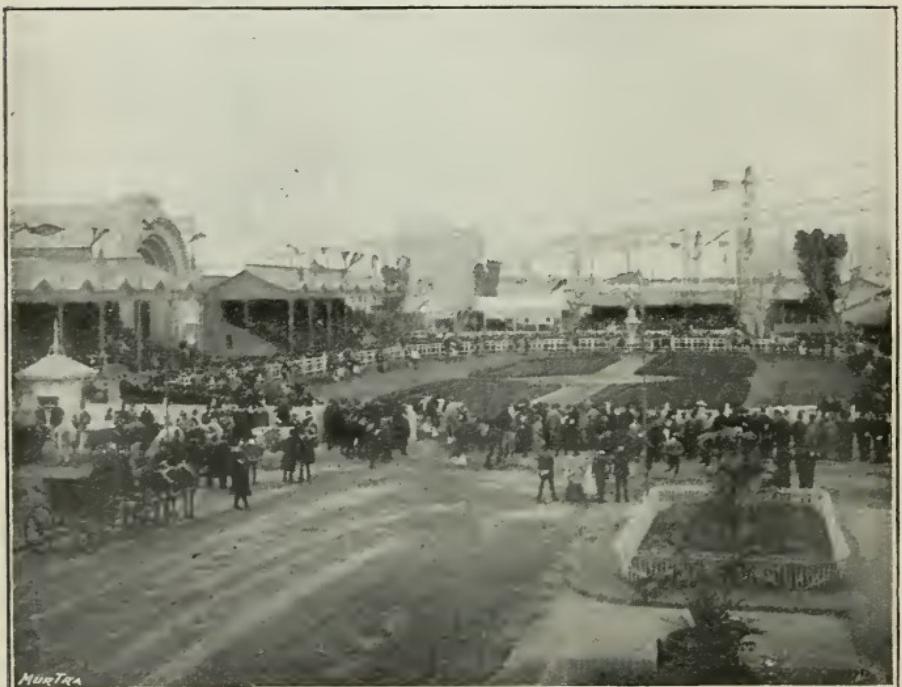
Rural Exhibition (Buenos Aires).



Flock of pure-bred sheep.—Establishment of Mr. J. Cobo
(Prov. of Euenos Aires).



Flock of pure-bred sheep.—Establishment of Mr. J. Cobo.



Rural Exhibition.—Parading the horses (Buenos Aires).

Method of visiting Buenos Aires.

In order to visit the town the traveller must be in possession of certain information, including an attentive study of a plan of the town. His visit should commence with a walk round the town in order to find his whereabouts; this being indispensable for the purpose of knowing the ground well. But this is easier than in any European town, because Buenos Aires resembles an immense chess-board, in which the streets cross one another at right angles. The direction of the latter, and the numbering (100 numbers per «cuadra»), simplify this task still more.

For the purpose of finding our way about the principal quarters of the town we will take the Plaza de Mayo as a starting-point.

How to find one's way about.

I.—**From the Plaza de Mayo to the Plaza del Congreso.**—On the Plaza de Mayo the traveller may engage a motor-car or cab (taximeter), and follow the Avenida de Mayo as far as the Plaza del Congreso. This square is of recent formation, and forms one of the extremities of the Avenida, on Calle Entre Ríos.

On the way, at the corner of the Avenida de Mayo and Calle Bolívar, he will pass the City Hall, where the Town Clerk's office is situated, that is to say the executive branch of the municipal administration; the other, the deliberative, is in Calle Perú, 272.

The former is composed of the Town Clerk, nominated by the President of the Republic with the approbation of the Senate; holding office for two years and eligible for nomination again. The deliberative branch consists of 22 councillors elected by the people of the capital.

The municipal budget for the year 1913 amounted to \$ 47,000,000 (£ 4,136,000), without counting a large number of public services which are paid by the government, such as the police, fire brigade, elementary instruction, water supply, drainage, several hospitals and workhouses, etc.

Near to the City Hall is the sumptuous building constructed by Dr. José C. Paz for his newspaper *La Prensa*, an edifice which the traveller must not omit to visit. It contains five floors; looking on to Calle Rivadavia there is a hall 38 metres long and 8 metres wide, used for the distribution of the paper. On the ground floor are the managerial offices and the museum, looking out on to the Avenida and Calle Rivadavia, with the medical and legal consulting-rooms.

The first floor is occupied by the editors' rooms and the large festival hall, which measures 30 metres by 8. The second floor is occupied by various offices. The third, composed of well furnished and luxurious suites of rooms, is intended for the reception of notable personages who visit Buenos Aires. On the fourth floor are the composing-rooms, photographers' rooms, etc. The tower of this superb building is surmounted by a statue at a height of 55 metres. It is provided with an electric lamp, whose rays are visible at a great distance.

The decoration of this fine building is of a most luxurious character. Dr. Adolfo A. Dávila has been editor of *La Prensa* since 1877, and it is to him that the paper owes the greater part of the enormous progress it has made.

Further on, but still in the Avenida de Mayo, at number 633, is a superb building in which is installed the social institution *Club del Progreso*, founded in 1854, of which the most illustrious men in the country have been members.

This building, in Louis XVI style, is 24 metres high above ground, and 34 metres above its foundations.

It consists of two storeys in the basement, and four storeys above ground, in which the numerous different branches of the club are distributed.

The *Club del Progreso* possesses fine comfortable reading-rooms, conversation rooms, fencing-rooms, a well-stocked library, bath-rooms, a restaurant, etc.

Travellers of distinction can easily obtain introductions or temporary tickets.

Opposite the *Club del Progreso* are the offices of *El Diario*, the evening paper which has the largest circulation. Its editions illustrated in colours are noteworthy. *El Diario*, founded by Mr. Manuel Lainez, is of a special type.

Luxurious and comfortable hotels abound in the Avenida de Mayo. Worthy of special mention are: «Paris Hotel», «Caviezel's New Hotel», «Hotel de España», «Hotel Eslava», «Chacabuco Mansions», «Hotel Frascati», «Majestic Hotel», «Hotel Castilla», «Metropole Hotel».

Finally, at the western end, the Avenida finishes at Calle Entre Ríos in the splendid Plaza del Congreso, opened in 1910, in commemoration of the centenary of the Revolution of May, after the forcible sale of the properties included between Calles Victoria, Rivadavia, Entre Ríos and Lorea.

This square is one of the finest and largest in Buenos Aires. At one end of it is the superb architectural monument of the National Congress, which we shall describe later on. At the other end is the beautiful statue of Mariano Moreno, one of the leading men in the Revolution of May, 1810.

In the centre may be seen the monument erected in honour of the first Argentine congress. The central station of the underground tramway of the Anglo-Argentine Tramways Co. is also situated in this square.

At the intersection of the Avenida de Mayo and the Calle Entre Ríos is situated the Palacio del Congreso, where the representatives of the nation have met since May, 1906.

This house of parliament is of vast proportions and offers to the view an aspect of severe magnificence. It is in the Greco-Roman style. At each corner is a projecting pavilion. In the centre the building takes the form of a semi-circle, while the wings, joined to one another by galleries with columns, form with the remainder of the construction a whole which makes the Palacio resemble the Capitol at Washington.

The Parliament House has four floors. The chief façade is set back 15 metres from the Calle Entre Ríos, so that there is a kind of little square with two carriage-drives and a monumental staircase which gives access to the chamber of the law-givers.

The ample and majestic portico gives access to the atrium of the parliament House by a single door which opens in the middle. On each side of the staircase is an equestrian statue.

The plans for the building were drawn by Mr. Victor Meano, under whose direction the works were executed until the tragic death of this architect.

The central cupola is a remarkable engineering work; the feet alone, or rather, the pillars on which they rest, have a total surface of 300 metres, and are of granite. In order to strengthen this cupola, which weighs 30,000 tons, it was necessary to excavate the earth to a depth of 10 metres, and to construct another cupola, but inverted, also of stone; this cupola, looked at from above, makes one dizzy, and resembles a half of an immense egg-shell.

The Senate and the Chamber of Deputies have independent halls for their sessions.

That of the deputies has three rows of galleries for the public. The one on the first floor, above the president's chair is reserved for members of the Diplomatic Corps. There is special accommodation for ladies, which has introduced the good habit among the feminine element of coming to follow the parliamentary debates.

The acoustic properties of this hall are very bad, and the heating apparatus insufficient.

In the hall of the Senate there are two rows of galleries for the public; but they are of a very small size.

The Congress building contains two secretary's offices, committee rooms, and a library.

The parliamentary session, for both houses, lasts from May 1st. to September 30th.; but this time is generally extended by an extraordinary session decreed by the Cabinet.

The sittings take place on Mondays, Wednesdays and Fridays from 3 p. m. onwards, for the deputies, and on the other days for the Senate.

The chamber of the Deputies is semicircular in form, and has places for 130 members and the 8 ministers. On each side of the president's chair are the desks of the two secretaries. Above the president's chair is the stenographers' table (there are always two writing, and the report of the proceedings is published on the following day). The speakers address the Chamber from their places, after having first obtained permission to speak. During the proceedings an exemplary order and attention reign, especially as compared with what exists in the parliaments of other nations.

The political parties have no special places assigned to them. The president of the chamber has no special dress, and the deputies attend bare-headed. Each deputy has before him a little desk, furnished with a drawer. In the corridors is a collection of portraits (mostly bad) of the presidents and vice-presidents of the Republic. The deputies are elected in the proportion of one for every 33,000 inhabitants or fraction not less than 16,500; the duration of their service is four years; half the Chamber is re-elected every two years; and the deputies are eligible for re-election. They receive a salary of £ 132 per month.

The senate hall possesses seats for 30 senators and for the ministers. The vice-president of the Republic, in accordance with the constitution, is *ex officio* president of the Senate.

Strangers of distinction can obtain entry cards for the special galleries from the secretary's office.

II.—From the Plaza de Mayo to the Plaza San Martín, via Calle Florida.—The visitor should take a motor-car or cab (taximetre) to go to the Plaza San Martín via Calle Florida.

Calle Florida.—This thoroughfare, which is only ten cuadras long (a little more than a kilometre) is, by reason of the great number of luxurious shops collected there, and the various sumptuous edifices which one may admire there, one of the principal streets of Buenos Aires; it follows a direction from north to south. Between Calles Bartolomé Mitre and Cangallo is the Palacio Guerrero; at present the property of Gath and Chaves; between Corrientes and Lavalle, on the left hand, there is the pretty Louis XV building of Julio Peña, opposite which is Juan Cobo's sumptuous

property. Between Calles Lavalle and Tucumán is the *Jockey Club*, which is worth the visitor's attention. At the entrance, on the first landing of the monumental staircase is erected the celebrated Diana, the work of the sculptor Falguières. From this landing the staircase divides into two symetrical flights of stairs which lead to the gallery on the first floor; they are ornamented with pilasters and columns in Corinthian style which complete the ornamentation of this work of art, in which the onyx of the banisters, the stone from the quarries of Azul, of which the steps are made, the ivory grey colour of the balustrades and the stucco which covers the walls, imitating marbles of different colours, form a magnificent ensemble.

This club possesses luxurious talking-rooms, playing-rooms, reading-rooms, fencing-rooms (professors Pini, Bai, Peme, Nigro, Carreras) and a billiard saloon. The restaurant is the finest in Buenos Aires; it has a summer dining-room on the terrace, which is very cool. The provision of baths includes cold, hot, Turkish, Roman, and steam baths. Besides, there is a luxurious hairdressing saloon, with manicure and pedicure. There is also an excellent library with the principal national and foreign magazines and important newspapers. The *Jockey Club* also possesses an excellent Mignon mechanical piano, at the service of members.

The Jockey Club's Collection (of paintings).—This club, which by its wealth is the first in the Republic, and in South America, has decorated its magnificent rooms with pictures by modern painters. For this purpose it has had sent out from Europe the best canvases of celebrated artists, preference being given to French ones. It is really a pity that this collection cannot be visited by the public except by means of special authorization, for such a visit is a veritable artistic feast. The best of taste has been displayed, not only in the acquisition of the pictures, but also in their arrangement in the rooms.

We will only say a few words about them, but we will at the same time urge upon all those who can visit them to do so.

«The Cannon-shot», by Ziem, is a canvas with magnificent colouring; «The Gentleman», by Roybet, is a great achievement, of great beauty; «Dread», by León Perrault, is striking by reason of the exactitude of the movement, as well as for the beauty of the design; two other little pictures, «Interior of a Barn», by the painter of animals Charles Jacque, and one of the nude, by Fantin-Latour, complete the decoration of the first room which we find on the first floor, on the right.

In the second, «Drinkers», by Roybet, is a true masterpiece; the attitude of these drinkers is so natural that one would almost believe it an instantaneous photograph; the colouring is rich and leaves an agreeable impression. Another little picture, by Jiménez Aranda «A Good Story», shows some persons bursting with laughter over the reading of a risqué' story; the lighting effect also contributes to increase the expression of the faces.

In the large hall is the fine portrait of Carlos Pellegrini, painted by Bonnat, which is one of the great painter's best works. Opposite is «The Triumph of Love», one of Bouguereau's masterpieces; the delicacy of the design and the beauty of the persons make it one of the richest acquisitions of the collection. In this hall the painter De Martino has a canvas entitled «The Hercules and the Halcon Doubling Cape Horn»; it is a good picture, despite the impression one receives that the calmness of the sea is a trifle overdone. There are also a pretty «Landscape» by Harpignies and a delicate «Shepherdess» by Chialiva.

In the next room «A Flock of Sheep», by Gastón Guignard, gives an excellent idea of the calm which falls on the country at nightfall. A very richly-coloured canvas is signed Sorolla y Bastida, and represents «After the Bath».

In the other room the latter painter, one of the best of the Spanish school, gives us a view of the beach at Malaga; the movement is extraordinary and the colouring very warm, and this picture gives a good idea of the bright colours of these beaches and of the rich sun of the South of Spain. «The Engagement Present», by John González, is a painting in which the expressions of all the faces have been very carefully studied; the artist has omitted no detail, and one can inspect each one without finding anything to find fault with. There are also a «Spanish Interior», by Benlliure; a coast scene, by Pradilla, and a «Marriage», by Goya.

The Jockey Club owns the Palermo race-course, where the largest and smartest sporting meetings in South America take place.

The entry fee is \$ 3,000 (£ 264). Distinguished foreigners can obtain a temporary entrance at the request of a member.

At the corner of Calles Florida and Lavalle are the offices of the Ministry of Agriculture, in a modern building, the property of Mr. Saturnino Unzue.

At the corner of Calles Florida and Córdoba is the *Centro Naval*, founded in 1882 by a group of young officers of the National Navy, and by civil servants and several other persons. There are reading-rooms, billiard-saloons, fencing-rooms, a library, and a small museum of models, chiefly of warships of the Argentine Navy.

Between Calles Viamonte and Córdoba is a very fine building, as yet unfinished, known as the *Bon Marché*, at present the property of the Buenos Aires and Pacific Railway.

Our Calle Florida, with all its luxurious jewellers, is a reproduction of the *rue de la Paix*, at Paris. Their windows contain a continual blaze of jewels, which causes the admiration of the women and the despair of their husbands. These jewellers' shops belong to Favre, Fredenhagen, Carrasale, Gustavo Wurst, Coats, Schoo, Barlow, and many others.

In this street there are also several permanent exhibitions of paintings and sculptures, such as those at the corner of Calles Florida and Córdoba, and of Costa, between Calles Bartolomé Mitre and Cangallo.

Calle Florida leads finally into the Plaza General San Martín, one of the finest squares in the town on which has been erected the equestrian statue of General José de San Martín, the liberator of America. On one side of this square is the magnificent Argentine Pavilion, where the pictures and statues which formed the collections in the National Fine Arts Museum have been provisionally installed.

At one of the corners of the square, that formed by Calles Florida and Charcas, is the luxurious Plaza Hotel, one of the finest, both for its installation and for its service, of all those existing in Buenos Aires. At the corner formed by Calles Arenales and Maipú is to be seen the sumptuous residence of the Basualdo-Dorrego family. A few metres away, at the corner of Calles Esmeralda and Arenales is the residence of Mrs. Mercedes Castellanos de Anchorena. Finally, opposite this latter, and on the other side of the square, is the monumental residence of the publicist, Dr. José C. Paz, founder of *La Prensa*.

III.—From the Plaza de Mayo to Palermo, via the Paseo de Julio.—Another excursion which will help the tourist to find his way about can be commenced at the Plaza de Mayo to go to Palermo, via the Parque 9 de Julio, which is situated behind the Casa de Gobierno (Government House), and continuing by the Paseo de Julio and the Avenida Alvear as far as the Parque 3 de Febrero (Palermo).

The Parque 9 de Julio, which extends between Calles Belgrano and Corrientes, is designed on the model of the Champs Elysées at Paris, but it presents an advantage over these, in that it is of a great area, and near to the most thickly peopled part of the town.

The park is divided by an avenue surrounded by gardens laid out in the renaissance style, like the Pink House (Government House). This avenue, which leads to the ponds, starts at a semicircular piece of open ground where it is

proposed to erect a statue, probably one of Rivadavia. In the middle of the avenue there is a small circus with a fountain in the centre. This fountain was made in the workshops of the Hauts-Fourneaux et Fonderies du Val d'Osne Co., Ltd., of Haute-Marne, France.

In the park, opposite Calle Cangallo, is the beautiful fountain executed by the Argentine artist Lola Mora.

A short distance from this fountain is the beautiful statue of the thinker and agitator Giuseppe Mazzini, the work of the sculptor Tantardini, presented to the town of Buenos Aires by the Italian residents.

Where the Calle Corrientes crosses the Parque 9 de Julio is the building where the General Post Office of the nation will be installed.

Further on, on arriving at Calle Charcas, one finds the monument presented to Argentina by its Syrian population in commemoration of the first centenary of the Revolution of May (1810-1910).

Continuing the excursion through the Paseo de Julio, in the direction of Palermo, one comes, on arriving at the Avenida Callao, to the Japanese Park, an amusement centre during the summer, where numerous attractions are offered.

Finally, on the left hand, and before arriving at the Plaza Intendente Alvear or Paseo de la Recoleta, is the Ice Palace, where, during the winter numerous young people belonging to the high society of Buenos Aires go to skate on the ice.

Leaving the beautiful Recoleta on the left, with its noisy crowd of healthy children, who come there every day to play on the grass, we arrive before the very artistic monument presented by the French residents of the Republic as a mark of confraternity on the occasion of the first centenary of the Revolution of May.

Opposite this monument, which is certainly the finest in Buenos Aires, is the establishment which contains the pumping and filtering apparatus for the water supply. This is the finishing-point of the aqueduct which brings the water from the Río de la Plata for the supply of the town. This tunnel has done good service since the year 1872, but the extraordinary growth of the population, and, in consequence, of the consumption, has rendered it insufficient, and another subterranean aqueduct, 1,245 metres long and with a circular section three metres in diameter is just being finished in that section of the Parque 3 de Febrero known by the name of «Vivero». Of its total length, 1,000 metres are situated under the bed of the river. This new aqueduct will give at ordinary low water a supply of 1,600,000 cubic metres of water in 24 hours, a quantity which, with



Argentine Hippodrome.—Grand stand (Buenos Aires),



The Tigre Regattas (Province of Buenos Aires).

the 200,000 cubic metres which the old sub-fluvial aqueduct can supply, is enough to satisfy with the greatest liberality all the necessities which can be foreseen for a long time.

In this Avenida Alvear where we are now, and which is called the Champs Elysées of Buenos Aires, a name which it deserves more and more every day, are to be seen sumptuous residences, such as that of the heirs of Mr. Mariano Unzué (on the left), and others not less beautiful are being built every day, such as those of Messrs. Errázuris (on the left), Christophersen (on the right), and those which are to be constructed in the «Barrio-Parque» on building lots sold by the municipality (Palermo Chico), (on the right), with the condition that buildings in accord with the esthetics and hygiene of the quarter will be erected.

Still in the same avenue, on the right hand, we find the «Pabellón de las Rosas», at present let to the Argentine Sports Society, where there are frequently held games and sports meetings for the purpose of developing a love of physical exercise among the young people.

Before entering the Parque 3 de Febrero, at the end of the Avenida Sarmiento, we pause before the fine monument presented by the Spanish residents of the Republic to commemorate the first centenary of the Revolution of May.

We arrive at last at the Parque 3 de Febrero (Palermo). This magnificent park (3,677,467 square metres) is frequented daily by a numerous crowd who go there in motor-cars, carriages, on horseback, or on bicycles. It is to Buenos Aires what the Bois de Boulogne is to Paris, Hyde Park to London, and Central Park to New York. The name 3 de Febrero (February 3rd.) recalls the victory which Urquiza gained over Rozas, a victory which put an end to the long dictatorship of the latter. Rozas lived at the point where the circus is now. The Avenida de las Palmeras (Palm-tree Avenue), is the great artery of the park; on the east are the Zoological Garden, the National Cycle-track, and the Restaurant Hansen; on the west the magnificent «Restaurant de los Lagos» (Lake Restaurant), the National Racecourse, the Argentine Horse Club, the Argentine Federal Shooting Club and the Rural Society's show-ground.

Four statues have been erected in the park. The first, in the circus, is of Domingo F. Sarmiento, a work of the French sculptor Rodin, which was unveiled on May 25th., 1900. «The bared head is held proudly up», says a writer, «the eyes are fixed on the boundless horizon; Faith is reflected in the serenity of the countenance; decisiveness is shown on the lips, and a sense of power is given out by his whole being. Before him laurels have fallen; he tramples on them and advances, proud and noble, sublime and triumphant. The

rigid muscles, the violent attitude, seem to indicate the efforts of the body, which struggles hopelessly on. The statue rests on a massive block of white marble, worked with a mysterious and alluring art. Apollo, god of Light and Thought, advances, dispersing the Darkness, while the serpent Python, symbol of ignorance and ugliness, writhes as he dies in the centre of a snowstorm which appears to be receding. The Superb God advances, his arms outstretched, in a supreme effort to dissipate the clouds of ignorance which degrade life and cause blindness. He arrives from afar, calm and strong, he raises his eyes with majestic grace, and his whole body seems to vibrate with an exquisite languor.»

The second statue is that of Dr. Carlos G. Burmeister, unveiled on October, 1900. It is opposite the Administration House, and is the work of the German sculptor Richard Aigner, who lives in Argentina. Burmeister has left behind him scientific work of inestimable value.

Among his best work may be cited the «Glyptodont», which he was the first to reconstruct, and the «Pre-Columbian Horse», of which he has left a completely finished specimen.

Burmeister was for several years director of the Natural History museum; his masterpiece is a book entitled *The Creation*.

The third statue is of Dr. Eduardo Costa, unveiled on March 16th., 1902. Costa was an eminent lawyer and a remarkable statesman who rendered great services to the nation.

The fourth statue has been erected in memory of a poet, Hilario Ascasubi, author of some popular poems which have won for him one of the first places in the literature of the nation.

The Rural Society's Show-ground.—One of the most important installations to be found in the Parque 3 de Febrero, is the ground conceded by the National Government to the Argentine Rural Society, for the purpose of holding the interesting agricultural and fat stock shows which are organized there every year.

These grounds have an area of 180,000 square metres, and have sufficient sheds to shelter 500 horned cattle or horses, while 736 more can be accommodated in the grounds and 3,500 sheep can be placed in the folds.

There is also a piece of ground of 4,500 square metres with 4 stands in which there is room for 2,000 persons.

For the exhibition of machines and agricultural products, there are, near the entrance, three fine pavilions measuring 5,000 square metres, and other smaller ones; there is also an immense kiosk for the exhibition of dairy produce.

These exhibitions are generally held in September or October, and are accompanied by horse competitions which are of great interest in social circles. It is necessary to attend these exhibitions if one wishes to form an exact idea of the immense progress which has been made in the breeding of sheep, cattle, and horses in the Republic.

These exhibitions represent such a degree of perfection that they may be compared favorably, as regards both the quantity and the quality of the animals exhibited, with the most important in the world.

In recent years an important dairy section has been added, in which are exhibited the most perfected machines employed in the manufacture of butter and cheese. The process of manufacture is also exhibited to the public.

Means of transport.—One can get to the exhibition by means of the Anglo-Argentine electric tramway, which leaves the corner of Calle Rivadavia and the Paseo de Julio and passes through the Avenida Las Heras or the corner of Calles Rivadavia and San Martín, and thence through Calle Santa Fe. The fare is \$ 0'10. One can also take a motor car or taxi.

Argentine Racecourse (Palermo).—To the west of the Parque 3 de Febrero is the principal racecourse in Buenos Aires, belonging to the Jockey Club.

The Argentine Racecourse possesses installations which make it one of the best of its kind. The great stand, which is the principal building on the course is very elegant and comfortable. The racecourse is also provided with all the necessary services and accessory buildings, such as stables, coach-houses, etc.

There are meetings all the year round, but the principal ones take place from April to November. The most important are: the Jockey Club Prize (September 8th.), the Cup of Honour (September 16th.), the National Prize (October 12th.), and the Carlos Pellegrini Prize (October 28th.), which are true social events. (These dates are subject to alteration.)

The two latter can be called more especially sporting events, for in the paddock, in the stands, in the pavilions, and, in fact, everywhere on the course, it is impossible to move on account of the crowd.

Means of transport.—To get to the Argentine Racecourse without expense one can take the train at the Retiro station (Corner of Calle Maipú and the Paseo de Julio).

These trains, run by the Buenos Aires and Rosario Rail-

way, leave the Retiro at 11·35, 12·20, 12·25 (special), and 1·05. The return trains run at 3·28 and 5·28, and at the end of the races there is a special.

If, on the contrary, one wishes to go in comfort, one can take a carriage (\$ 15), or a motor car (*eucaracha*), or a cab, which are provided with taximeters. There is also a service of tramways to the races; these tramways leave from the Paseo de Julio, and bear the inscription «Carreras» (races); the fare is \$ 0·10.

The entrance to the race-course is as follows: General Stand, \$ 2·00; Paddock, \$ 7·00; transfer to paddock, \$ 5·00. Ladies: General Stand, \$ 1·00; Paddock, \$ 3·00.

Federal Shooting Range.—This fine range is situated in the north-west of the Parque 3 de Febrero, and has an area of 10,000 square metres; the building is 100 metres long and the façade is ten metres longer. This façade is ornamented with two towers 18 metres high, surmounted by battlements.

A magnificent view is to be obtained from these towers. Between the towers, on a little flight of steps, 1·50 m. high are three monumental glass and forged iron doors; they have a height of seven metres and give access to a vestibule 25 metres long by 6 wide.

The range has 38 targets, 8 at 50 metres for revolver shooting, 20 at 300 metres and 10 at 500 metres for rifle shooting. The targets are all double and movable; while one descends the other mounts; they are 2·50 m. high and 2 m. wide; they consist of a base of wood covered with sacking.

To prevent projectiles from leaving the range there are several screens and embankments.

The entrance to the range is free, and there are always guns (rifle or revolver) and ammunition, at the disposal of the public. The club organizes national and international competitions which are famous.

Means of transport.—Electric tramway, corner of Calle Rivadavia and the Paseo de Julio, or train at the Retiro station (Central Argentine).

Gymnastic and Fencing Club.—This club possesses a magnificent gymnasium in the Parque 3 de Febrero, where its members can indulge in physical exercises. It frequently organizes competitions, which are well attended.

Lake Restaurant.—This is a town property rented by Messrs. Ponicio & Co. In summer it is a meeting-place for the

best society. In winter, on holidays, numerous persons go to take tea there; and a good orchestra is kept. The charges are \$ 3 per meal.

«Vivero» Section.—A visit which one ought to make (by motor car) is to the «Vivero» section, only recently established. Thick woods, lakes, and other natural beauties are to be found there. New buildings for the water supply machinery, and filter-beds and an aqueduct are being constructed there. These works are intended to augment considerably the quantity of water for the supply of Buenos Aires, in fact to such an extent that no inhabitant of the future town (whose population is estimated at eight millions) will be in want of this element, so important from the food and health points of view.

In the higher part of the Parque 3 de Febrero is another public institution which must be mentioned, the *Argentine Golf Club*, which was founded on the initiative of the Argentine progressist, Ernest Tornquist, who unfortunately left us before he could finish the great services he could render to his country. The club, which is situated at Palermo, between Calles Pampa and Ombú, and Avenidas Alsina and Del Palomar, covers a surface of 43 hectares. The ground has been let to the club by the Municipality of Buenos Aires for a term of ten years.

The Club numbers 130 members. The entrance fee is \$ 300 for life members, 200 for active members, and 100 for country members. Diplomats, ladies and minors pay nothing. All the different classes pay an annual subscription which varies according to the class.

The length of the links is 5,300 yards.

IV.—From the Plaza de Mayo to Palermo; via Calle Florida, Plaza Lavalle, and Calles Córdoba and Santa Fe.—This is another very interesting excursion which we advise the tourist to make.

Leaving the Plaza de Mayo, we take the Calle Florida, which we know already, and go to the Plaza Lavalle, one of the finest in Buenos Aires. In this square we shall see two monumental edifices which it is interesting to know: they are the Palacio de Justicia (Law Courts) and the Teatro Colón (Columbus Theatre).

The Law Courts are on the site of the park and artillery barracks.

The plan of the building was drawn by the French architect Norbert Meillar, and the construction was undertaken by Messrs. Joseph E. Bernasconi & Co.

The four façades are in the Neo-Greek style. The building consists of four large central bodies 40 metres high.

The edifice has seven storeys in its regular line, and nine in the advanced wings which detach themselves from the centre of each façade.

The front flight of steps is in Calle Talcahuano, and the façade to which it conducts contains a portico in a peristyle and an ample vestibule from which starts the staircase which leads to the third floor, where is situated the Suprema Corte (Supreme Court). The staircase divides on crossing the vestibule, leaving the light of the arc absolutely free. Two other large staircases, which also lead to the third floor give access to the Courts by the north and south façades. Besides this, there is a covered-in passage in Calle Lavalle which leads to the yard to which the prisoners are brought in carriages.

On the principal floor, facing the corner of Calles Tucumán and Talcahuano, are the offices of the Camara Federal (Federal Room) and the correctional and criminal courts, with their respective audience rooms and secretaries' offices. The whole is completed by a large hall for the juries, with an amphitheatre for 700 persons.

All the floors are provided with capacity for eight courts each; each court comprises an audience hall, an office and a dressing-room for the judge, offices and dressing-rooms for the secretaries, and finally, offices for the clerks.

On the third floor, besides the Supreme Court, are the Commercial and Criminal Courts. The court-room of the Supreme Court measures 22 m. by 11·50 m., with a height of 18 metres. Outside its windows is a fine gallery which looks on to the square, on the opposite side of which are the Teatro Colón and the Escuela (School) General Roca.

The Hall is the most magnificent part of the building: strong columns support the roof of this large, well-lighted square. The Hall is completed by a lobby, 950 square metres in area.

The basement is set apart for the Archives of the Courts, though it contains also a branch of the Banco de la Nación and an office for the sale of official stamped paper.

Six passenger lifts and two goods lifts complete the installation of the Law Courts.

Guide to the Palacio de Justicia (Law Courts).

(*Corner of Calles Lavalle and Talcahuano*).

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Excelentísima Cámara de Comercio (Commercial Court).

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Agentes Fiscales en lo Civil y Comercial (Civil and Commercial Public Prosecutors).

Agente Fiscal (Public Prosecutor): Dr. Uladislao Padilla. On Calles Lavalle and Talcahuano.

Agente Fiscal (Public Prosecutor): Dr. Alberto Estrada. On Calle Lavalle.

Criminal and Correctional Court.

Judge..... Dr. Jorge de la Torre, on Calle Lavalle.

Second Floor.*Correctional Courts.*

Judge..... Dr. Antonio V. Obligado.
 Secretary... Dr. Eduardo López Jordán.
 " Dr. Héctor Kiernan Bermúdez.
 Judge..... Dr. Antonio Lascano.
 Secretary... Dr. Merlo Amara.

Offices of the Jueces de Informes (Investigating Magistrates).

Magistrate. Dr. Eduardo Newton.
 Secretary... Dr. Manuel A. Romero.
 " Dr. Fernando M. Colombrés.
 " Dr. Arturo Garaa Rams.
 Magistrate. Dr. Carlos F. Benites.
 Secretary... Dr. Horacio F. Costa.
 " Dr. José Marcó del Pont.
 " Dr. Salvador Lamesa.
 Magistrate. Dr. José Antonio de Oro.
 Secretary... Dr. Juan C. Avila.
 " Dr. J. Albarracín.
 " Dr. Angel Cordero.
 Magistrate. Dr. Servando Gallegos.
 Secretary... Dr. Juan J. Coria.
 " Dr. Luis Berrenechea.
 " Dr. Abelardo Ipáñez.

Second Floor.*Offices of the Jueces de Informes (Investigating Magistrates).*

Magistrate. Dr. Jaime Llavallol.
 Secretary... Dr. David Uriburu.
 " Dr. Antonio Delgado.
 " Dr. N. Figueroa.
 Magistrate. Dr. Lucas Luna Olmos.
 Secretary... Dr. Juan B. Consiglieri.
 " Dr. Salvador Lynch.
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Second Floor.

Fiscales en lo Criminal y Correcional (Public Prosecutors of the Criminal and Correctional Courts).

Fiscal (Public Prosecutor). Dr. Daniel Lynch.
 Secretary..... Dr. J. Severo Vera.
 Fiscal (Public Prosecutor). Dr. Carlos Avellaneda.
 Secretary..... Dr. Alberto Váldez.
 Fiscal (Public Prosecutor). Dr. Clodomiro Zavalía.
 Secretary..... Dr. Héctor Ramos Mejía.
 Fiscal (Public Prosecutor). Dr. Eduardo Naón.
 Secretary..... —

Third Floor.

*Primera Excelentísima Cámara de lo Civil (First Civil Division).
 Segunda Excelentísima Cámara de lo Civil (Second Civil Division).
 Judge: Dr. Aureliano Gigena, on Calle Lavalle, in the centre.
 General management and sub-management of the Courts.
 Judge: Dr. Baltasar Beltrán, on Calle Tucumán, centre, third court.*

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Judge: Dr. Ricardo E. Cranwell, Calles Uruguay and Tucumán.
 " Dr. Tristán M. Avellaneda, Calle Uruguay.
 " Dr. N. González del Solar, Calles Tucumán and Talcahuano.

Correctional Tribunal.

Judge: Dr. Pedro Argerich, Calle Lavalle, in the centre.

Fourth Floor.

Judge: Dr. Marcelino Melo, Calle Lavalle, in the centre.

Fifth Floor.

Agentes Fiscales en lo Civil y Comercial (Prosecutors in the Civil and Commercial Courts).

Agente Fiscal (Public Prosecutor): Dr. Jerónimo Balarino, on Calle Lavalle, in the centre.

Civil Court Judge's Office.

Judge: Dr. Juan Carlos Lagos, Calles Tucumán and Talcahuano.

Chambers of the Commercial Judges.

Judge: Dr. Juan B. Estrada, in Tucumán street, to the centre.
 " Dr. Félix Martín y Herrera, Lavalle street.
 " Dr. Juárez Celman, Lavalle street.
 " Dr. Julián V. Pera, Tucumán and Uruguay streets.
 " Dr. Roberto Repetto, Tucumán street.

The *Colón Theatre* is situated in front of the Palace of Justice. The exterior of this building shows three different styles of decoration: the first floor in the Ionic style; the second, Corinthian; and the third, Attic, inclining towards the Corinthian. The height of the façades, from the ground up to the cornice is 24·70 metres; on this frame-work of iron, the principal body of the building, which is of granite and brick, elevates itself.

The principal entrance is on to the Plaza Lavalle. From the vestibule, one comes to a hall, 14 metres by 28, which has a height of 25 metres. In the central part, is a monumental staircase 14 metres long, which goes up to the level of the orchestra stalls. Statues adorn the staircase. The play-house is one of the largest in the whole world. Its total length from one of the balconies is 75 metres, three metres longer than that of St. Carlos in Naples; the dimensions of the ground floor are 27·80 metres by 22·50 metres. It contains 900 fauteuils placed on seven grades. The hall can hold 3,750 spectators. The front of the stage is 18 metres broad by 19·25 metres high. The interior vertical dimension of the stage is 48 metres, from the foundations up to the arch.

The theatre is perfectly lighted, heated and ventilated; moreover, it is constructed with incombustible materials.

As regards acoustics, it is very good. Experiments were made for the first time by two Argentine amateurs, Mme. M. C. P. de M. and M. L. P. Lucero, in the month of December, 1906. (For other details, see the plan of the hall, section of advertisements).

Before leaving the Plaza Lavalle, the tourist ought to visit the School of President Roca, which is situated at the corner of Tucumán and Libertad streets, and admire the beautiful palace belonging to Mr. Antonio Devoto (Lavalle street, 1280), also the monumental building constructed at the corner of Lavalle and Libertad streets, belonging to Mme. María C. Piñero de Martínez. This building is divided into 24 flats with every comfort, and the necessary service to secure a healthy and agreeable life: four lifts, heating, apparatus of compressed air for cleaning, wash-houses and steam machines for ironing, luxurious bath-rooms, a profusion of light and ventilation, splendid coal and gas kitchen ranges, rubbish incinerators, telephones, for the interior to communicate with the hall-porters, and with the exterior; it has also a well-arranged installation of electric lighting. It may be said that this building is the most complete of its kind that exists in Buenos Aires, where progress is very much felt in this way.

We will now leave the Plaza Lavalle and go with the tour-

ist, by the nearest street to Córdoba street. At the corner of this street and Río Bamba, we will stop a moment at the Depot for Distributing Water, for the interest it inspires as a mechanical work. This building is the highest point from which one may contemplate the town of Buenos Aires. To be able to visit it, it is necessary to get an authority from the President of the Commission (corner of Charcas and Callao streets).

At a short distance to the West or towards Palermo, we find still two other buildings: the Faculty of Medicine and the Maternity Hospital. These two buildings are quite independent of each other; the first one, more especially destined to the Faculty, is in front of the Clinical Hospital, and the second one, formed of three pavillions united by galleries covered and closed in with glass, has its principal façade on Viamonte street. The Faculty faces Córdoba street, and has a length of 86 metres on Andes street. The part of the structure which has a frontage on to Córdoba street, is composed of 3 perpendicular constructions, separated by two courts. The ground-floor has rooms reserved for the Dean and secretary, the professors' hall, the amphitheatre, the dissecting room, the histology class and other matters, the class for physics, chemistry and physiology, with their respective laboratories. The first floor is occupied by the salon of «grados», which is magnificently, but severely decorated, the library, the museum Montes de Oca, offices of the Dean and secretary, the laboratory of bacteriology and two class rooms. The theoretical courses are under 41 titular professors. In the same locality, the two annexes of the Faculty, are installed: these are the schools for Pharmacy and Odontology; that for Obstetrics, where midwives are taught, is in a building apart.

One enters by means of a spacious vestibule, artistically decorated, with doors at the sides giving access to lateral galleries; there is also a splendid marble staircase which leads up to the first floor. In front, is the large amphitheatre, furnished with 380 seats for the pupils, and a gallery in the upper part. At the back of the amphitheatre, is a large picture, three metres by two, painted by Charles Leroy, and represents the «Meditation on Death». This is a good canvas given by Dr. Toribio Ayerza. The salon of «grados» has a ceiling of real artistic merit: it represents the Triumph of Science; below the cornice, one sees the portraits of deceased professors (by the painter, George Mindella). The canvases that adorn the walls, represent: Jenner inoculating the first vaccine; William Harvey, demonstrating the circulation of the blood; Pasteur, examining globules of microbe culture; Claude Bernard, practising arti-

ficial circulation on a rabbit; Volta, discovering the battery, which bears his name, Lavoisier, preparing oxygen, Simpson, applying chloroform, Galileo, studying the oscillations of the pendulum, Ambroise Paré, binding up an artery and a sister of charity lending herser vices, and helping the wounded. The library is the richest in books of medicine, that exists in Buenos Aires; it has more than 20,000 volumes. This building satisfies all the exigencies of the three Institutes which depend on the Faculty and which are the Normal Institute of Anatomy, that of Pathological Anatomy, and that of legal Medicine and the Morgue.

The Normal Institute of Anatomy occupies two pavillions for dissection in the practical school, in form of a T. united tranversely by a general section. Below the central ramification of one of the pavillions that to the left, a hall is installed, for the preparations destined for the museum of Normal Anatomy, which occupies the whole first floor looking on to Córdoba street, and which serves as complement to the practical instruction.

The pavillions for dissection, contain 72 tables for the students, and have their respective installations of wash-stands, dressing-rooms, etc.

The Institute of pathological anatomy comprises the following sections: Microscopic pathologic Anatomy (section of post-mortem examinations) which is to be found installed in the basement of the left transversal side of the pavillions for dissection, as well as the annex section of the Museum of pathology which occupies the upper floor looking on to Viamonte street; Pathological Histology, chemical pathology, bacteriology, parasitology, branches which, united in one complete harmony, constitute, with pathological physiology, a complete study of morbid lesions which lead, with sufficient preparations, to the researches of experimental medicine.

The Institute of legal Medicine comprises the section of the Morgue, the amphitheatre for medico-legales post-mortems, toxicological chemistry and experimental toxicology. This Institute has, like that of normal anatomy and pathology, its museum, that of legal medicine, which constitutes the historical and scientific account of Argentine criminology.

The Morgue, where the unidentified corpses of individuals are placed, possesses a series of refrigerating chambers, similar to those in use in Paris and Lyon, for the preservation of the bodies at a low temperature. The Morgue, situated in the central part of the building in Junín street, comprises three sections which are: the basement, the ground-floor and the first floor. In the basement are the refrigerating

chambers; the Morgue proper, is on the ground-floor: there is a hemicycle for the exposing of the corpses; it is separated from the public by means of glass, and it receives abundant light.

The Morgue is entered from Junín street; on each side there are offices for the police and the police-magistrate.

An amphitheatre has been constructed on the first floor which can hold 600 students. The Morgue has four entrances, the principal one is in Córdoba street, two are in Junín street, and one for funeral hearses in Viamonte street. In front of the building for distributing water, one finds the Normal School for lady-professors. This construction, which does not want in elegance, seems to be hidden by its colossal neighbour. The education given in this School is very complete; it has as an annex, a preparatory course, and a Kindergarten. The normal course lasts six years.

After having visited all these establishments, then one directs one's steps towards Santa Fe street, which is three squares to the North. This is one of the finest and largest streets of the Capital, because it continues, perfectly paved, under the name Cabildo street, up to the town of Tigre, crossing Belgrano, Martínez, Olivos, San Fernando and Isidro. In this street, at No. 3795, near the park 3 de Febrero, the National Conservatory of Vaccination is situated, dependent from the National Department of Hygiene. This Conservatory provides the whole Republic, except the Province of Buenos Aires, with the necessary vaccine for the prevention of small pox. It is there, that children are vaccinated, who are taken in thousands for the inoculation of the anti-variola serum, at this source of its production. Every week 6 to 7 heifers are treated, which produce 2,500 doses of vaccine.

At a short distance from there, at No. 3951, the principal entrance to the Municipal Botanical Gardens is situated; this is an important model establishment, formed and directed by the famous horticultural engineer Charles Thays. The installation is composed of: a house for the Direction, Museum, winter hothouses, herbarium for ferns, a principal Avenue, Avenue of «typas» a Louis XV garden, a Roman garden, industrial and medicinal plants, botanical and horticultural collections, Argentine anthology, section for acclimatization, fruit trees, herb «mate», general nurseries and ornamental plants, fish-ponds for study, school for arboriculture, European, North American, African, Asiatic, south and central American sections, and aquatic plants in general.

Mr. Thays has been successful in concentrating, in a relatively small space, the flora of the whole world, represented by the most characteristic subjects. In the European section, for instance, he has succeeded so far, that on look-

ing at one flower bed, one has the impression of being before a German, or Belgian landscape, whilst farther on, one may imagine oneself in Africa, England, or in Norway. Close to a South African tree, the pines of Canada lift up their tops, and near by are thorny plants of richly coloured leaves, characteristic of the Indian flowers, and the palms from Sahara. The section natural to the country, is without doubt the most curious and complete.

Each province here, has trees which typically represent it, from the «*fagus antarticus*» of Tierra del Fuego, to the cedar from Mendoza and Tucumán; one can see almost an immense Argentine forest in a very small space. The «*caldenses*», carob-trees, «*quebrachos*», acacias, «*jacarandás*», etcetera, elevate their robust trunks, which promise rapid development, thanks to the constant care of the cultivator. Mr. Thays has been able to prove that these forest giants, which in their wild state grow slowly, because of the poverty of the soil that nourishes them, in the Botanical Gardens, grow quickly and they attain undreamt of proportions. The jacarandás, the acacias and the «*typas*» are trees for adorning squares and avenues, and constitute a useful discovery on the part of Mr. Thays, and it is most beautiful to see the first bluish branches, making a contrast with the whitish leaves of the acacias and the golden ones of the «*typas*» which are the most beautiful of all, owing to their special shape. The collection of ferns natural to the country is immense and complete; one finds all regions represented, from the «*bañados*» of the province of Entre Ríos up to the «*altiplanicies*» from Jujuy and from the wooded plains of the South to the rocky parts of Mendoza. One may also mention the section of aquatic plants, which is remarkable. Mr. Thays has been able to obtain an example of the famous «*Victoria regia*» (brought from Guarani) which prospers admirably in the small lake that adorns the Louis XV garden.

On leaving the Botanical Gardens and taking the direction of the Park 3 de Febrero, one sees the monument erected in the Plaza Italia, by the Argentines and Italians, united thus by a beautiful sentiment of fraternity, to the memory of General Giuseppe Garibaldi; it was inaugurated on the 2nd. June 1904. This fine monument, the work of the sculptor Macagnani, represents the hero on his horse. At the base, are two symbolical statues, the one represents Victory, who often crowned the hero with laurels, and the other, Liberty, for whom Garibaldi spilt his blood. The bas-reliefs are remarkable. They represent episodes in the life of the glorious general.

Continuing our excursion, we find ourselves in the Avenue of Las Heras and Serrano street, and see on the right, the

Zoological Gardens, the Director is Clemente Onelli (entrance 10 cents.), there are also two other entrances: one in the Avenue Sarmiento; and the other in the Avenue Alvear.

The houses which shelter the different species are very picturesque. The pavillions for Gorillas and Chimpanzees is a pretty Egyptian temple. That, for the Zebus (sacred bulls of India) is an Indian palace; the architecture is correct, with all the fantastic and characteristic lines of the great race already lost in its splendour. The Bear's pavillion is a superb building in which are a great variety of animals, from the Polar bear, to the little comical Black Bear from Malaya. The sight of the bears and cubs at play, is most amusing.

The chalet of the Alpacas and asses is also very interesting in itself. The most imposing sight of the Garden is the pavillion of wild beasts, above all at the time of feeding, when the animals commence to roar. There we see the African lion, the Bengal tiger, Panthers, Jaguars with their young. The Elephants' pavillion, inaugurated the 3rd. February 1904, attracts also one's attention for the good taste with which it is built. In 1906, an extremely rare event in the annals of Zoological Gardens in the whole world, took place: this was the birth of a small elephant (female) which received the name of «Pudda»; it was and still is the enchantment and delight of the infantile inhabitants of the Capital. In the interior of the Gardens a small Decauville train circulates for the children; they may hire camels to ride, there is also a milk-shop for the sale of milk, a comfortable Café belonging to the «Confitería del Aguila», where one can have tea, coffee, drinks, etc.; a Punch and Judy Theatre, that has shows every Thursday and Sunday for 30 cents. There is also an instrumental concert on Thursdays and Sundays.

Means of locomotion: there is an electric tramway in the Paseo de Julio and Rivadavia street or in the Plaza de Mayo (this last passes through Santa Fe street). The number of persons who visit the Zoo every holiday, may be calculated at about 50,000. On leaving the Zoo, we find ourselves in the park 3 de Febrero (Palermo), which we have described.

Near the Zoological Gardens there is another national establishment, which is the

National Penitentiary.—Decreed by the government of the Province of Buenos Aires, the 1st. August 1872, the Penitentiary was inaugurated in June 1877. In 1880, this penitentiary became the property of the Nation and took the name of «National Penitentiary».

The boundary of this building is formed by Las Heras,

Juncal, Coronel Diaz and Salguero streets, with an area of 122,000 square metres, of which 22,135 are built on. There is accommodation for 704 prisoners, and it is endowed with all the required dependencies for this kind of establishment. It was organised for the application of the «Auburn» system that is to say, for the placing of each individual in a separate cell, during the night and hours of repose, and the work, in general, in the work-shops. Subsequent necessities have imposed modifications in the building. At present, a Director is at the head of the Penitentiary. The personnel of the establishment comprises a total of 197 employees.

To-day, the Penitentiary serves not only for persons sentenced to solitary confinement but also for individuals condemned to prison. The former occupy the cells, and the latter are lodged in 8 rooms which can accommodate 25 prisoners each room.

There are twenty three work-shops work in this establishment,, they are as follows: A printing office, comprising three sections; a workshop for binding, books in blank, lithography, photo-engraving, shoemaking, saddlery, factory of brushes, tailoring, electricity, jewellery, iron and bronze foundry, carpentry, masonry, bakehouse, kitchen, washhouse, horticulture and hair-dressing. Some of these workshops are for the service of the establishment, but the majority, and most important, work only for the administrations of the Nation.

The machinery is of the most modern, and the teaching is such, that on their release the condemned are capable of entering any particular industry. The results are satisfactory and cases of backsliding are very few.

There is an office which is occupied in finding work for discharged prisoners. The School, in charge of a director and 15 professors with diplomas, is open from 6-8 o'clock in the morning. Health and hygienic services, are under the direction of 5 doctors, a dentist, a chemist, and assistants. This section comprises the Hospital and the Isolation ward, in separate buildings. The hospital has 5 rooms which hold 14 beds in each. The Isolation ward can hold 14 beds. There are besides, rooms for the different medical services. An Institute of Criminology for the study of this branch of science is also in the establishment, and the Institute publishes a review, and also helps the Direction. A chaplain is included in the personnel and has the religious services under his care. The chapel is situated in the centre of the establishment. Ministers of other religions have access to the establishment, if their presence is desired by a prisoner. In the interior, the warden are civilians, the military guard has only to guard the walls.

V.—**From the Plaza de Mayo to the Bridge of Barracas, following the River.**—We still advise the tourist to make a new journey of orientation; this is to follow the Paseo Colón (situated at the back of the Government Palace; there are many lines of tramcars) up to the Bridge of Barracas. Thus one crosses the zone of the port, and one gets an idea of the immense commercial and maritime traffic.

Before commencing this excursion, the tourist would be wise to read the description of the services of the port we give in this guide. Arriving at the terminus one sees a fine swing-bridge of iron, which was inaugurated in the month of August, 1902. This bridge is of great service to the circulation of pedestrians and carriages, but especially to the carts that go to the large dépôts of the «Mercado Central de Frutos» (Central Market of Products) which is to be found on the right bank of Riachuelo, with products of agriculture and cattle destined for exportation. It is calculated that in summer 8,000 vehicles cross this bridge daily. This work is considered the most important construction of its kind in South America.

Having once crossed the Bridge, the traveller finds himself on turning to the left, on the south bank of Riachuelo, in front of Patricios street, where the freezing establishment «La Blanca» is established which was inaugurated in September 1903. This building is imposing in aspect and surrounded with outhouses, shops and courts which complete the whole of the building.

There is a large piscina where hundreds of animals are bathed, before being taken to the slaughter-house, and from there to the refrigerator, there are also rails for the circulation of automatic cars which carry the slaughtered animals to the airing chambers, thus allowing of the flowing of the blood into the channels for that purpose. The machinery-room is remarkable: it has three large refrigerators, system Stern & Co. of 200 H. P. two installations for electric lighting and a fire-engine. The next building, is where the boilers (3 in number and of 20 0H. P.) are installed, and near by is the store of ammonia. In the refrigerating chambers about 7,000 oxen and 70,000 sheep can be frozen at one time, the ammonia is conducted to the four stages of which the chambers are composed by a conduit in serpentine form, which straightened out would measure 96 kilometres. The freezing-establishment exported in 1912: 94,499 quarters of frozen beef, 437,072 refrigerated and 373,295 frozen mutton.

Continuing his excursion to the left, the traveller finds himself in front of a building of colossal and imposing proportions: it is the «Mercado Central de Frutos». This market,

says Mr. Charles Wiener, in his book, *The Argentine Republic* (Paris 1899) is the largest «Wool-Dock» of the world, and at the same time a dépôt, an exchange of commerce where sales and purchases are made of the products of the country. This building, of four floors, is made of iron and covered in, it has an area of 152,000 square metres, and was constructed at Barracas to the south, on the Riachuelo, by a joint-stock company averaging the sum of 4 millions 155 thousand piastres or 20,775,000 francs. Different railway lines cross the market, going to the different parts. Seventy-two steam cranes and lifts work on the different floors; numberless waggons, 44 hydraulic presses, steam motors and machines complete the installation of this establishment.

In the harvest of 1911-1912, up to the month of June, 110 million kilograms of wool, came to this market, and in that of 1910, 109 million; in the preceding years the central market received up to 140 million kilograms of wool.

The largest quantity of wool that has been deposited in this Market, was on the 5th. February 1901, 17,854,739 kilograms, besides this there were 700 waggons laden with 2,200,000 kilograms of wool, which makes a total of kilograms 20,054,739; and the total capacity of the dépôt is 26,000,000 kilograms.

On the same south side of the Riachuelo, crossing the Barracas Bridge, the tourist will find, to the right, another large establishment: this is the freezing factory «La Negra» which is worthy of mention. It was founded in 1883 by Mr. Sansinena; 630 workmen and 40 children over 14 years old, work here daily, 2,500 sheep and 250 oxen are killed daily.

It possesses 4 refrigerators Stern & Co. of Glasgow (system Verge), 3 refrigerators Sulzer Bros. of Wintherthur, Switzerland (system Lande).

Nothing is more curious, than to assist at the working of the refrigerator where all parts of the animals are utilised. Tongues, kidneys are sold in the market, the intestines are prepared specially for Germany and Italy: these two countries employ them for different industries and above all, for the manufacture of musical strings. The viscera are utilised in different ways, the fat that surrounds them is sent to the soap and candle factories. The refrigerator «La Negra» exported in 1912: 310,847 quarters of frozen beef, 161,640 refrigerated and 719,767 frozen mutton.

On the banks south of the Riachuelo, in the district of the capital, called «Valentín Alsina» is situated the large «Frigorífico Argentina» founded by a Joint-Stock Company. This business occupies an area of 125,000 square me-

tres, without counting the ground sown with lucern-grass, used for pasturing the animals before being slaughtered. The capital employed in this enterprise is 6,250,000 francs. It exported in 1912: 206,174 quarters of frozen beef, 145,731 refrigerated and 161,572 of frozen mutton.

Near the banks of the Riachuelo, in Vieytes and Brandzen streets is a public establishment, a model of its kind, which the traveller ought to study. It is the «Asylum of the Mercedes».

This is the only official Asylum in the country for lunatics. At present it is considered the first hospital establishment in South America, for its number of inmates, as well as for its material constitution and for the modern organisation of the different services. It was founded in 1863; it is situated on the high grounds in the extreme south-west of Buenos Aires, with an area 136,000 square metres between the street Vieytes to the east, Brandzen to the south, the railway, and the grounds of the Hospital Rawson to the North.

The building in itself is good; splendid pavillions were added in 1890. Its interior walks, well paved are bordered with plants and acacias. There are large parks and interior and outside gardens, with a great variety of plants and shrubs.

It is lighted by electricity, and has a complete supply of water for ordinary service and also in case of fire; there is, besides an artesian well with a steam pump. Its sanitary service is in communication with that of the town.

The asylum has numerous departments divided in sections; of those under continuous supervision, for the quiet ones, the violent, semi-violent, the infirm idiot children, epileptics, those slightly wrong in the head, called delinquents, etc.; each one of these sections has its refectory, its meeting hall, its dormitories and other dependencies.

It has well installed work-shops for carpentry, the manufacture of brushes and brooms, a printing shop, a steam wash-house, shoe-making, harness-making, lock-smiths, tailors (cut, making and repairs) and gas-fitters; if the lunatics are in the condition to do so, they also are occupied in masonry, painting, agriculture and horticulture. There is also a band composed of 23 musicians (all lunatics) with a good repertory. The different sections for the inmates are comfortable and unite all hygienic conditions and spaciousness. Those for the indigent are also comfortable.

The Asylum at present lodges (1st. January, 1913) 1,922 lunatics of all categories. The interior organisation of the establishment does not differ from that of similar European asylums. Its technical and administrative direction is in charge of a doctor, who obtains the post by means of a scientific examination. At present, and since 1892, the Director is Dr. Dominic Cabred, professor at the same time for the official teaching of Psychiatry in the asylum.

The sick are treated by doctors who reside in the asylum itself, and are helped by sisters of Charity, nurses, and practical assistants, forming a total of 200 employees. Among other things, the Asylum has a well-stocked pharmacy, a photographic room with interesting works, an anatomical pathological pavillion, a section for medicinal and hygienic baths with water service and a large piscina for swimming, temperate baths in each section of the asylum, kitchens for 1,300 poor persons, and another smaller one for the patients and employees, a dispensary, a laundry, a complete gynmasium, a bowling alley, nine-pins, a parlour, a ball-room, a music-room, etc., billiards, a library and several games, dominoes, draughts, chess, etc.

At a short distance from this Asylum, in Brandzen street, no. 2200 the National Hospital for lunatics is situated,

founded in 1855 by a philanthropic commission appointed by the government of the province of Buenos Aires. At present it depends on the Society of Benevolence, which maintains it with the funds furnished by the National Government. This model establishment is divided into 11 sections, and contained, the 1st. January 1913, 1907 lunatics.

If the tourist is interested in military things, he would do well to visit the Arsenal (Pozos street, between Garay and Brasil streets); an electric train takes one through Callao and Entre Ríos streets, in front of the door.) In the Arsenal, materials of war and for the army are made and repaired, the furniture of the barracks and of the greater part of the military establishments for which it has everything necessary. It is interesting to make the round of the carpentry workshops and see the circular and articulated saws work.

The workshops for armoury are very important and have the most perfect machinery. There the Remingtons and Mausers are cleaned, cannons repaired and their projectiles, plaques are engraved, moulds are chased for the manufacture of buttons for navy uniforms. These workshops also have a section for bronzing arms, and installations for galvanoplastic baths. The cartridge boxes for Mauser and Remington guns are very important, also the large depôts for war material. The Arsenal is surrounded by large gardens planted with magnificent trees. In the Arsenal is a range for shooting and for testing the artillery guns. The visit to these establishments ended, the tourist may direct his steps towards Callao and Entre Ríos streets and to other important quarters, or visit the few museums that Buenos Aires has, for in this aspect of its intellectual and artistic life, it is relatively backward. Thus the result is that the rich collections which form the Natural History Museum, founded by the German sage Burmeister and laterly directed by the Argentine sage Ameghino, cannot be shown to the public for want of an appropriate locality, because the old building at the corner of Peru and Alsina streets, is falling to pieces.

The National Museum of Arts, has no appropriate place, and the already rich collection of paintings and sculpture, has in part been placed in the Argentine Pavillion on the Plaza San Martín, which served for the exhibition of our products at the Universal Exhibition in Paris, 1889. We hope, in a short time, owing to the great progress in the Argentine, to remedy all this, and that our city, which is without doubt for several reasons, the first in South America, will be also the first for its intellectual culture and artistic progress.

Employment of time.

After having made these journeys of orientation, the tourist can chose the districts which he wishes to study specially; he can now dedicate himself to study details, that is to say, visit the buildings, the Museums, squares, etc., which will be easy, because as with the Museums these beauties are still largely lacking in the town of Buenos Aires. For this reason, we do not employ the method used by guides of this kind, and we do not take street by street describing the details, we note only the places worthy of mention, without caring whether the places we speak of are situated side by side, or whether they have any relation to each other.

The most animated, modern, elegant and richest part of Buenos Aires is that part north of Rivadavia street; this part of the town forms a strange contrast to that which extends south of Rivadavia street, to such an extent that one could say they are two quite different towns. North of Rivadavia street there are the most frequented and elegant cafés, the most modern luxurious buildings, the most beautiful squares and walks, theatres, clubs of the best, the most comfortable hotels and restaurants, bazaars, jewellers, and the best shops supplying all the latest novelties. Nevertheless a reaction has begun in the south part, to which the Municipal Authorities contribute, for they are in favour of suppressing the notable differences that exist between these two important districts of the town.

Plaza de Mayo (May Square).—Area, 17,446 metres. The historical square of Buenos Aires and of the whole Argentine Republic. The ex-president of the Republic, Avellaneda, said with reason, that «the events of four generations have left a historical stamp in it». On the south side of the square, the ancient «Cabildo» exists, from which burst the cry for liberty the 22nd. May, 1810, forerunner of the Independence, sealed by the Congress of Tucumán the 9th. July 1816. In the centre of the square, a monument commemorative of the Revolution of May, is being erected at present, it has been decreed by the Congress and will enclose the ancient pyramid of masonry.

In the South-East corner, is an equestrian statue of General Belgrano. Several fountains, illuminated on feast days by multicoloured lamps, and English gardens adorn this square. In front of the Avenida de Mayo a beautiful group in marble, acquired in Paris, was placed in 1906, this group represents the town of Buenos Aires, in the shape of a woman at the moment when she is being crowned by Progress; at

her side, a child representing the Future, leaves off reading in a book it has in its hand, to look at the Town receiving from Progress, triumph and honour. Near this square is also one of the principal stations of the underground tramway.

Sometimes, unfortunately too seldom, there is music in the square.

On the Plaza de Mayo, are the following buildings:

The Government Palace (east side) When, in 1580 Don Juan de Garay founded the town, he undertook the division of the ground among its first inhabitants, and fixed the boundaries, and in the region of the port, the site of the fortress which must serve to defend the new town.

In 1595, the building of the fortress commenced: but it was only in 1718, under the administration of the governor Bruno Maurice de Zaballa that the great walls were commenced, which were finished in 1720 these were the same that were preserved up till 1853, when they were demolished, and replaced by the building known as the Aduana Vieja (old Custom House) which was also demolished in 1894.

The building is constructed with bricks on a piece of ground that forms a parallelogram; the façades cut at right angles, and measure 125 metres on Balcarce street, by 81 metres on the east side. (Paseo Colón). Seen from the port, this building presents a grand sight with its four floors, terraces and balconies. It has on its highest part a group of gigantic statues, the work and composition of the sculptor Blanchi. Seen from the Plaza de Mayo, it may be noticed that the Government House has no harmony, nor architectural style, as two wings are united by an arch. This is because one of the wings was built at one period, and the other at another for Post and Telegraph offices (this part looks on to Victoria and Balcarce streets).

It being impossible to reproduce the complete plan of the building, because of its great extent, we will give only some details of the most interesting parts. In the first place, we may mention the two large reception and banqueting halls of the Presidency.

The latter is richly furnished in the Louis XV style, the centre chandelier, executed in the country by Azaretto, is a magnificent work of art. In the drawing room there is a splendid marble statue representing the Argentine Republic, and on beautiful pedestals are the busts of the Presidents of the Nation. The building contains many libraries, of which the principal is that of the Ministry for Foreign Affairs. In iron cases, are preserved all the treaties of the Republic with foreign nations since 1811; some are real works of art;

these are the treaties which are superbly written on parchments and sealed with enormous wax seals.

The President of the Republic has his private residence in the building. This residence was inaugurated by Dr. Roque Sáenz Peña and his wife. The President of the Republic, the ministers of Home affairs, Foreign affairs, of Culture (religion), Finance, Public Works and the Marine have their offices in the Palace. The Ministers of Justice, of Public Instruction, of Agriculture and War occupy offices outside the Government Palace.

The exchange (North side).—The first institute of this kind that existed in Buenos Aires, was inaugurated in 1840, under the name of Sala de Comercio, and consisted exclusively of the members of the English colony. In 1854, the Exchange was transferred to a place situated at a corner of San Martín and Cangallo streets; in 1862 it was established in the premises occupied to-day by the exchange counting-house. Lastly, in 1885, it was established in the locality which it occupies today. To have an idea of the importance of this establishment in the economic life of the Nation, it is sufficient to say that in 1912, the sum of all the operations amounted to 386,517,834 paper pesos; in these operations, the schedules on mortgages are represented by a sum of 256,585,572 piastres, public title-deeds by 101,155,244 pesos.

The Bank of the Nation has its offices at the corner of the Plaza de Mayo, and Reconquista street. It is the most important bank in the Republic. Founded in 1891, it has rendered great services to Commerce. It possesses more than 150 branches over the whole Republic, which gives enormous facilities for agricultural transactions. It is used for all banking business. The above figures give an idea of the importance of the establishment. The deposits on the 31st December 1912 amounted to 478,326,771 paper pesos (dollars); bills had been discounted or funds advanced to a value of 419,629,018 paper pesos; its cash-balance was 37,802,050 pesos gold or 130,860,991 paper pesos, and its capital of 125 millions paper pesos.

Cathedral (North side).—Like the majority of the churches in this capital, built in the XVIII century, it consists of a central nave, two lateral naves, a transept, the whole united by arches.

A large cupola in the form of a hemi-sphere, is covered outside with white and blue squares, Spanish fashion. In the interior, the size of the naves is good, but spoilt by too many pillars. The side chapels do not give any special importance to the Cathedral; they are insignificant, particularly from an artistic point of view. What attracts special attention, is

the tomb which contains the remains of General San Martín and that of the Archbishop Aneiros.

The third chapel to the right has been transformed into a sepulchre for General San Martín. The small cupola divided into «cainous» receives light from the upper part, and distributes it to the whole chapel, the plan of which is octagonal. The floor is white marble, and the walls of marble and stucco are of different colours. Between the columns of different kinds, are the niches which still wait for the statues of those, for whom they are destined, and two semi-circular recesses have benches placed for visitors. Four marble slabs have the names of: Lima, Chacabuco, San Lorenzo, and Maipú engraved. In the centre of the chapel is the imposing tomb which contains the remains of the famous general, on a large pedestal of marble from the Levant, stands another block of rose marble which serves as base to a large bronze coffin of an elegant form. Four blocks of marble, without any moulding, project from the pedestal; there of them have large statues of white marble, chiselled by the celebrated French sculptor Carrier-Belleuse. The one which occupies the centre is Liberty, the two others represent Labour and Commerce. The block at the back, has only laurel wreaths, palms and a bas-relief representing the battle of Maipú. The crest of the Republic adorns the front; those of Chili and Perú, the sides. The sentiment aroused by the whole work which is of real artistic worth, is of respect and admiration.

In the chapel on the right of the transept, is the tomb of the archbishop Frederick Aneiros, chiselled by the sculptor V. de Pol. Some slabs at the back of the wall show a weak and an inopportune decoration in gothic style. The lines of the pedestal are not very good. The statue is better. Monseigneur Aneiros dressed in religious vestments, is praying.

The paintings that adorn the ceiling of the central nave and sides are painted by the artist Francisco Parisi.

The organ of the Cathedral comes from the renowned factory of Ludwigsburg (Germany) like that of the Merced, and is in a tolerably good condition.

I

From Buenos Aires to La Plata.

The journey from Buenos Aires to La Plata can be made by three different routes, two belonging to the Southern Railway, and the other to the Western Railway in connection with the Southern.

We will describe these three routes separately.

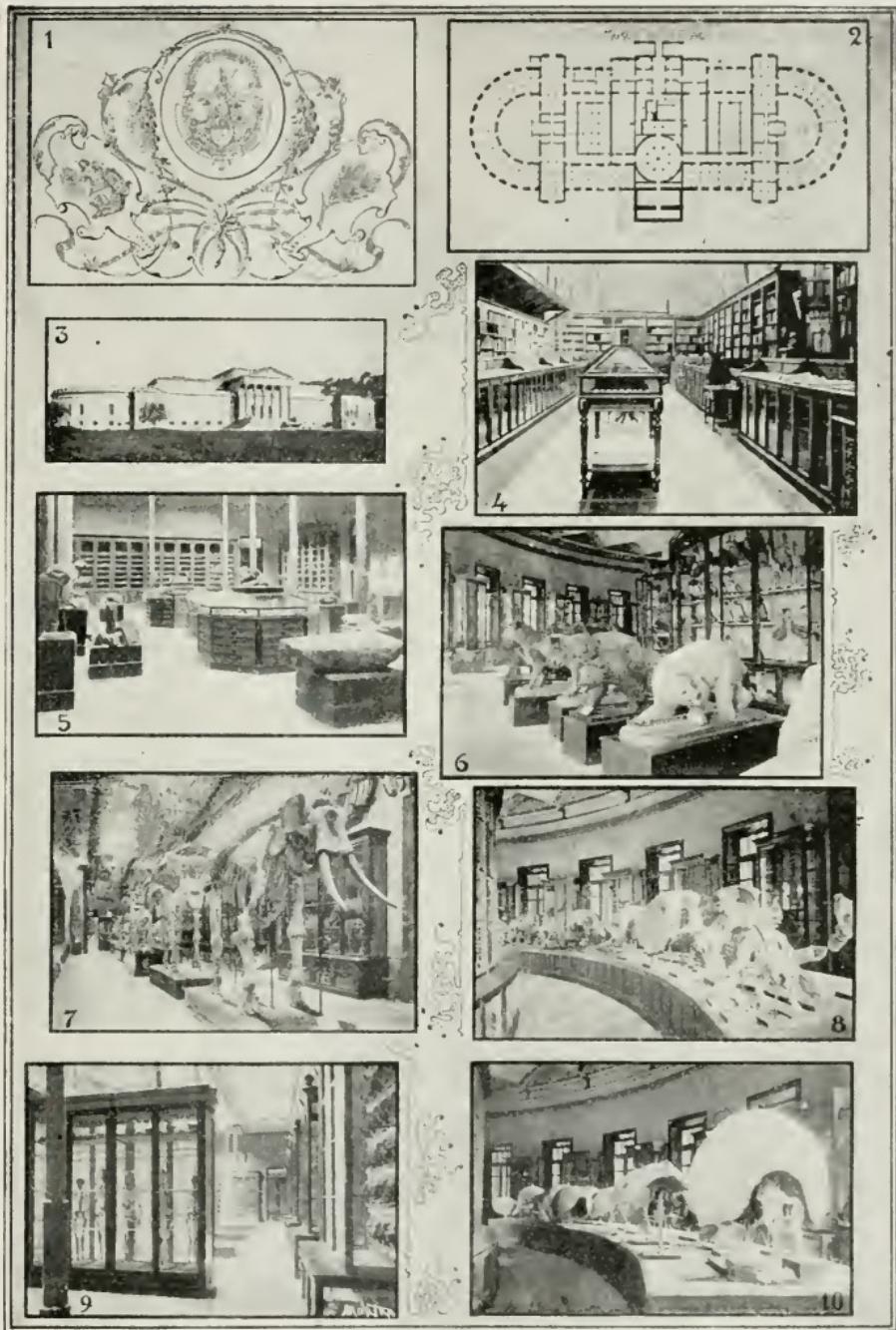
I.—From the Plaza Constitución to La Plata.

(*Vía Quilmes.*)

The station (Calles Brasil and Lima) is in the square of the same name, and the departure takes place from a high level platform; a bridge is crossed, and then a viaduct, and the train enters the station of *Barracas al Norte*. *Arellaneda*, which follows, is, like Barracas, a suburb of the Capital forming an integral part of it. *Sarandi* and *Villa Dominico* offer nothing of remark. At *Wilde* is the beginning of the works for the outlet of the Buenos Aires sewers, which finish at *Bernal*, where are the force pumps which raise and turn into the river the matter brought by the sewers.

Quilmes (19 kilometres from Buenos Aires), is the most important township on the journey. Its name is derived from a tribe of Calchaquies Indians who were taken there after being defeated in 1670. On June 25th. 1806, the English General Beresford disembarked there at the head of 2,000 soldiers, to conquer Buenos Aires. Admiral Brown defeated the Brazilian fleet there on February 24th., 1827.

The town has a population of 15,000 inhabitants; it possesses a church of Gothic style, an hotel (*Progreso*), numerous cabs (fare \$ 0·40 and \$ 0·30 the drive inside the town), a distillery, and an important brewery known under the name of the *Cervecería Argentina Quilmes*. The limited liability company which owns this brewery has a capital of \$ 600,000, gold, (£ 120,000). The brewery has a monthly output of 30,000 hectolitres of beer. There is a vineyard a league away from the railway. There are also a post office and two telegraph lines, as well as two telephone offices. A library (5,000 volumes) situated in Calles Mitre and 3 de Febrero, is open to the public every day. Several doctors, a dentist, and several chemists practice in the town. There are also several social clubs and mutual help societies. The following newspapers are published there: *El Provincial*, *La*



National University of La Plata and annexes.—1. Coat of arms of the University of La Plata.—2. Plan of the La Plata Museum.—3. Museum of La Plata exterior view.—4. Library of the Faculty of Natural Sciences.—5. Museum of La Plata mineralogical section.—6. Museum of La Plata, section of Zoology—7. Museum of La Plata comparative anatomy section.—8. Museum paleontological section.—9. Museum of La Plata anthropological section.—10. Glyptodonts of the La Plata Museum.

Voz del Pueblo, *La Nueva Epoca*, *La Lectura* and *La Verdad*. An electric tramway, opened in January, 1905 unites Quilmes with Buenos Aires (Barracas, Ocampo). The departures take place every 9 minutes from 5.24 a. m. till 12.45 a. m. the next morning.

Ezpeleta is a station of little importance. At *Berazategui* is the Rigolleau Glass Factory and two small factories of fish-oil. The next stations are *Plátanos*, *Conchitas* and then *Pereyra*, whence starts a branch line to the port of the Ensenada. Near Pereyra is the important «Estancia» San Juan (of the heirs of Leonard Pereyra), which has an area of 3,750 hectares. The establishment contains horned cattle (Durham and Hereford), sheep (Oxfordshire, Southdown, Lincoln, and Rambouillet, French, German and North American cross-breds), horses (Trakenen, Arab, Cleveland and Yorkshire Coaching), and pigs. This live stock has obtained numerous and ghih awards in the different exhibitions.

Not far from *Villa Elisa*, the next station, are important breeding establishments belonging to Messrs. J. Bell, T. Bell, A. Bell, R. Castells, A. Larranaga and J. Gorostiaga.

After having passed *Ringuelet* and *Tolosa*, we arrive at *La Plata*.

This town, capital of the province of Buenos Aires, was founded on November 19th., 1882, when the province was separated from the historical capital, Buenos Aires, which became the permanent and legal residence of the national authorities. La Plata is situated 57 kilometres south-east of Buenos Aires, and 5 kilometres from the port of the Ensenada.

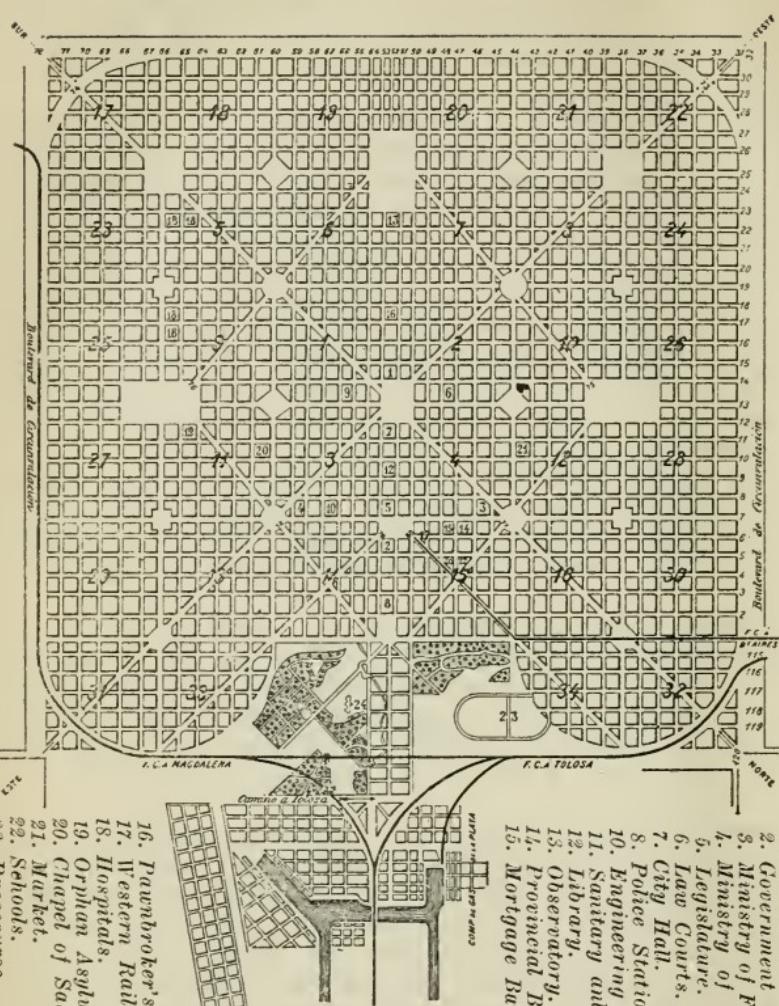
The town is superbly planned: large and beautiful avenues, cut by diagonal boulevards, frequently broken by large squares, give this great town an air of distinction which is rarely found in other urban centres, old or new, of Spanish origin; they are usually remarkable for their darkness and narrow tortuos streets, rather than for the opposite qualities.

The proximity of Buenos Aires, whose progress has been extraordinary, is the cause of the state of stagnation of the port of La Plata in spite of the fact that it has deeper water, and that numerous railway lines crossing one of the richest districts in the Republic converge there.

Plan of the town of La Plata.—At La Plata there are the following buildings:

REFERENCE.

1. Cathedral.
2. Government House.
3. Ministry of Finance.
4. Ministry of the Government.
5. Legislature.
6. Law Courts.
7. City Hall.
8. Police Station.
10. Engineering Section.
11. Sanitary and Vaccination Authority.
12. Library.
13. Observatory.
14. Provincial Bank.
15. Mortgage Bank.



16. Pawnbroker's.
17. Western Railway.
18. Hospital.
19. Orphan Asylum.
20. Chapel of Saint Ponsiana.
21. Market.
22. Schools.
23. Racecourse.
24. Museum.

Hotels.—*Sportsman, Gay, Argentino, Comercio, España, Français*, pri-
ces by arrangement.

Restaurants.—*Fablet, República, Suizo, Del rey*, etc.

Books.—*Nacional*, 7th. and 54th. streets; *Provincial*, 7th., 46th. and
47th. streets; *National Mortgage*, 51th., 4th. and 5th. streets; *Italian and
Río de la Plata*, 47th., and 7th. streets; *Spanish, of the Río de la Plata*,
7th., 49th. and 50th. streets; *Popular la Plata*, 47th., 7th. and 8th. streets;
La Defensa del Hogar, 49th. and 6th. streets; *Provincial Mortgage* (in liqui-
dation), 50th., 6th. and 7th. streets.

Doctors.—Drs. Belon (nose, throat and ears), Badi (ditto), Gibert (con-
finements and women's diseases), Cometto, Gallastegui, Garat, Alsina, Mo-
lla, Villanueva, Dourquet, Bejarano, Abella, Centurion and Jerez (general
practicioners).

Dentists.—Drs. Brouffan, Torrent, Cook and Abella.

Sanatoriums.—Dr. Badi's, 6th. and 53rd. streets and 79th. diagonal
street; Dr. Alsina's, 51st. street, between 2nd. and 3rd. streets.

Hospitals.—*Italian*, 51st., 29th. and 30th. streets; *Misericordia*, 71st.
street and 74th. diagonal street; *for infectious diseases*, 115th. and 70th.
streets; *for children*, 14th., 66th. and 67th. streets; *Military*, 67th. and 1st.
streets. *First aid corps*, 51st., 2nd. and 3rd. streets.

Clubs and Societies.—*Jockey Club*, 53rd. street, between 8th. and 9th.
streets; *La Plata*, 53rd. street, between 7th. and 8th. streets; *Gimnasia y
Esgrima*, 51st. street, between 4th. and 5th. streets; *Republicano Español*,
47th. and 10th. streets; *Basque*, 73rd. diagonal street, between 10th. and
11th. streets; *Football Estudiantes*, 56th. to 58th. street, and 1st. and 115th.
streets. *Football*, *La Plata*, Bois; *La Plata Nautical, Río Santiago*; *Buenos
Aires Yacht Club, Río Santiago*; *Law Students' Centre*, 7th., 45th. and 46th.
streets; *Bookkeepers' Centre*, 7th., 45th. and 46th. streets; *Fine Arts*, 7th.,
46th. and 47th. streets; *Club Français*, 4th., 45th. and 46th. streets; *Mutual
Aid*, *Círculo Napolitano*, 49th., 11th. and 12th. streets; do. *Fratellanza*,
74th. diagonal street, 3rd. and 4th. streets; do. *Italiano*, 12th., 54th. and
55th. streets; do. *Española*, 6th., 47th. and 48th. streets; *Spanish Social
Club*, 51st., 7th. and 8th. streets; various Masonic Lodges, a Catholic work-
men's Circle, etc.

Libraries.—*National*, 6th. 47th. and 48th. streets; *School*, 8th., 57th.
and 58th. streets.

Newspapers.—*Verdad, El Día, El Argentino, Buenos Aires, República,
Censor, Pueblo, La Reforma, Boletín Oficial, La Provincia* and the illus-
trated magazine *La Ciudad*.

Racecourse.—*La Plata*, 45th. and 118th. streets.

Theatres.—*Olimpo*, 10th., 46th. and 47th. streets; *Argentino*, 53rd.,
9th. and 10th. streets; *Del Lago*, in the wood.

Tramways.—*La Plata* and *Ensenada* system. This company serves
the town, Tolosa and Hornos. The fare is \$ 0·10. The fare to the Cemetery
is \$ 0·15. All these lines are run by electric trams. The service to the *En-
senada*, the fare for which is \$ 0·20, is run by animal traction, which will
soon be replaced by electricity. The *Municipal Urbano* electric tramways
inside the town charge \$ 0·10. The National Tramway gives a service from
the town to the suburbs in electric cars, fare \$ 0·10.

Cabs.—Cab fares are as follows: Direct drive, up to 15 cuadras, \$ 0·50;
per hour, \$ 1. There are also motor cabs for hire, which do the service from
La Plata to *Buenos Aires* over the magnificent road which connects the
two towns.

Post and Telegraph.—National post and telegraph, 48th. street and
74th. diagonal street, between 10th. and 11th. streets. Provincial telegraph,
7th., 49th. and 50th. streets. International telegraph, 47th., 7th. and 8th.
streets; office at the port. Southern Railway telegraph, at the station.

Public walks.—The Plaza Primera Junta with splendid
gardens, and in the centre a monument erected in memory
of the «Junta de Mayo», is in front of the Government House
and the Provincial Parliament. The Plaza Moreno, in front

of the Municipal Buildings. The Plaza de Italia, in the centre of which is a monument erected to the Italo-Argentine confraternity. The Park is the most select part of La Plata; in the middle of the Lake (El Lago), which is situated in this park, is an isle of considerable size, which is splendidly illuminated, and on which a theatre and a restaurant have been constructed. The lake is constantly furrowed by gondolas or little boats, and it is peopled by aquatic birds, and on its banks are beautiful gardens and caves, etc.

Zoological Garden.—In the Park is a fine Zoological Garden, whose collection, which is already important, grows daily.

National University.—This is one of the largest and finest buildings in the town. It is situated between 49th., 47th., 1st. and 115th. streets, on an area of about 25,000 square metres.

Railway Station.—This occupies six blocks, and has its entrance on 44th. and 1st. streets.

Beggars' Asylum.—This building is situated between 14th., 15th., 64th. and 65th. streets, and is owed to the generosity of the philanthropist Placide Marín.

Astronomical Observatory.—The La Plata Astronomical Observatory, founded in 1883 by the Government of the Province of Buenos Aires, is now under the care of the La Plata National University.

This establishment occupies an immense area in the Park, and is composed of a central building devoted to the offices and apartments, surrounded by different pavilions in which the instruments are installed. These are all of French make, and were bought in 1883 by the director, Dr. Francisco Bœuf, who died in 1889, and since then by the other directors.

Among the instruments in the Observatory, the most noticeable, on account of its dimensions, is the large Equatorial, with an opening of 43 cm., by Gautier, of Paris; and there are also the large Meridian circle, and the small Equatorial, by the same maker.

The Observatory also possesses a telescope, provided with an 80 cm. reflector, and a double lunette for photographing the sky, of the normal type of 333 cms., adopted by the international committee on the celestial map; various clocks and accurate chronometers by Fénon, and other smaller astronomical, geodesic and meteorological instruments.

La Plata Museum.—Installed in the Bosque de La Plata, in the neighbourhood of the town. Founded on September 17th., 1884. Cab fare, \$ 1. Open on holidays from 10 to 4.

This is the founder's description of the edifice and the objects it contains:

«Plan N.^o 1 gives an idea of the exterior. The reader will find a detailed description of the interior in the first number of our «Annals», but the following remarks may give a general idea of it.

The prolonged circle which the biological ring presents, which commences in mystery and ends with man, is accorded, in this museum, an area of nearly 2,500 square metres, divided into fifteen large halls opening into one another with wide doorways. The central part, destined provisionally to mankind, in their pre-Columbian physical and moral evolution, covers 1,200 square metres; the library, and present fine arts section, 300 square metres.

The workshops, general laboratories and depots, situated on the ground floor, under the principal galleries, have an area of 3,500 square metres. Here are to be found the locksmith's, the joinery, the workshops of paleontology, comparative anatomy, zoology, taxidermy, modelling, printing, lithography, phototypy and other systems of reproduction.

The style of architecture, without being unique and pure, is, nevertheless, adequate, as is the decoration, to which I have tried to give an archaic American character, without spoiling the Greek lines. The greater part of the decoration has yet to be finished, especially the allegorical figures which crown the monument; however, a few of the great men of science already adorn with their busts the central fronts: Aristotle, Lucretius, Descartes, Buffon, Linné, Cuvier, Lamarck, Humboldt, Darwin, Owen, Broca, Burmeister; these will be accompanied by those of illustrious savants and travellers who have had the soil of the Republic as the theatre of their work, such as Felix de Azara, Alcide d'Orbigny, Aimé Bompland, Robert Fitz Roy, Auguste Bravard, etc.

The form given to the biological and geological galleries permits one easily to make a gradual examination of the exhibits installed there.

Before beginning the description of the Museum by rooms we will give a few details of its scientific divisions.

The first and most important of these divisions is that of anthropology and ethnology. For Argentina the following regions have been adopted: the Chaco, the Paraná, the central region, the Pampa, the Andes and Patagonia. The majority of the cases are occupied by skulls of natives of the Argen-

tine, and, by means of these skulls and of others found in Bolivia, some very interesting scientific deductions have been made. For instance a very remarkable case of the trepanning operation on the skull of a native of Bolivia has been discovered, which tends to show that the origin of this operation is very remote. Other specimens present cases in which rickets, tuberculosis, and other diseases have left their traces. A case of general ostitis (inflammation) of the long bones of a skeleton in an Araucanian native, which is to be seen in the Museum is extremely interesting, and deserves attention. In one of the cases is a synoptical table of the skeletons of the principal tribes of the Argentine.

Another object of great interest is the mummy of a Patagonian native, discovered in the Walishu Cave on the banks of the Argentine Lake. Ethnology is represented by objects having belonged in far back times to the peoples of South America; stone axes, stone balls for gymnastic exercises, etc.

The most varied and numerous collection which a museum can offer to its visitors is undoubtedly that of the animal kingdom, or zoological section, the exhibits in which range from inferior organisms, at times imperceptible to the naked eye, to perfectly developed types, a number of which are of gigantic dimensions. The enormous cetaceans which form part of this Museum present an imposing aspect. The largest is, incontestably, the Miramar whale, which is one of the largest known. Its skeleton measures 32 metres in length. The head, which is more than 6 metres long, is placed in the centre of the vestibule. On account of its great size the skeleton has not been reconstructed, as there was no hall large enough to contain it.

Beside the human skeleton are to be seen those of three anthropomorphous monkeys: the gorilla, the orang-outang and the chimpanzee.

It is impossible to detail here all the exhibits in this Museum, which has a universal reputation.

The geological and mineralogical section contains minerals from all parts of the world, specimens of fine marble, primitive rocks, pieces of aeroliths among which two are entire; they have been found in the country and are of great value. There is a collection arranged according to provinces of fossils, rocks and minerals from the earliest times to the present day.

The paleontological section contains specimens of fossil plants found in the Republic. There are to be seen plants of the carboniferous formation from Mendoza and of the later chalk age from Cerro Guido, in the territory of Santa Cruz. At this place dicotyledons of mesozoic form-

ation have been discovered for the first time, and this find produced a great sensation in botanical circles.

This section includes only specimens found in the Republic. A notable collection, unique in the world for the number of its complete skeletons, is that of the toothless fossils of the Pampa formation.

Archaeology, which includes the artistic and industrial manifestations of American man, is undoubtedly the greatest attraction.

In this section are preserved more than 20,000 objects. Among them is to be found the greatest variety of forms and apparent uses, from the roughest and without doubt most ancient, which must have been used by the quaternary inhabitants of these regions, to the most highly perfected ones, as much by the details of their manufacture as by their general aspect and form: arrows, lances, the celebrated «bolas arrojadizas» (balls for throwing). These last must have been used by giants, on account of their weight. Great numbers of them have been found in the Chubut, with large axes, which leads one to suppose that the inhabitants of these regions must have been excessively strong and robust. There are also two funeral urns and collections of «calchaques», unique in the variety of types they include, such as Peruvian «huacos», etc.

The whole Museum is worthy the best European prototypes. A detailed description of it would more than fill several pages of this guide. It is certainly a visit which the tourist ought to make, and one that will interest him greatly, even if he is not very versed in natural sciences.

The following is the arrangements:

HALL I.—(Entrance to the right of the central rotunda).—There are six large mural pictures representing scenes of Nature in Argentina and of the life of the Indian natives. It contains samples of archaic earths from the Tierra del Fuego, Patagonia, the mountains of the province of Buenos Aires, and from those in the interior of the Republic, which are the base of the Argentine soil. There are to be seen the remains of the first organisms which science has discovered, those mysterious organisms of the primary formations, gathered at Mendoza and San Juan. Then come the Molluscs and trilobites, etc., of the silurian ages, and several vestiges of plants of the carboniferous epoch in the same regions. The jurassic molluscs from the summit of the Espinacito (4,750 metres high) and from Puente del Inca, two points in the Cordillera of the Andes, and other similar forms gathered in the territory of the Neuquen; the crustaceous fishes and plants of the lignous formations of Mendoza, San Luis and Patagonia; the remains of the gigantic dinosaurs of the cretacea from Limay and Neuquen (Patagonia), the plants and araucarias on which they fed, as well as the most ancient known mammals on our earth, which belong to this epoch, are preserved in this hall. A varied collection of minerals shows the richness of the veins, which, in the epochs mentioned, were deposited in the caves on the mountains by the contractions of the earth's crust.

HALL II.—A unique collection of the tertiary mammals of Patagonia, to the number of nearly 200 specimens: remains of molluscs, crustaceans.

fishes, birds and reptiles from the same districts, some of the latter as large as the largest dinornises; models of remains of mammals from the Paraná, and 100 samples of molluscs and zoophytes from the marine tertiary formations of the country. It also contains the fauna lost and discovered by Darwin on Mount Hermoso; remains of fishes, enormous tortoises, and birds, among which, for all we know, are the largest that have ever flown in the air (*Mesenbriornis Milne Edwardii*), and also remains of nearly 100 different kinds of mammals, some of great size, such as the *Dasypon*, *Hoplophorus*, *Panocthus*, *Daedicurus*, *Scelidotherium*, *Mylodon*, *Megatherium*, *Trigodon*, *Toxodon* giant rodents, like the great *Megamy* sand the *Hydrocoerus Lydenerii*. In the same Hall there are also several valuable remains which seem to date from the latter part of the tertiary epoch, discovered at Catamarca; among them are especially worthy of notice different shells of the *Hoplophorus* and a skull of the *Megatherium*.

HALL III.—(It forms the rotunda, on the right, with an area of more than 500 square metres).—It is occupied by numerous marsupials and edentata from the Pampa, with the exception of the *Megatheria*. It also contains, restored, ten shells and eight skeletons of different *Glyptodons*, four *Maylodons*, two *Lestodons* and one *Scelidosaur*; and also about a hundred skulls and pelvis, complete sets of bones, and thousands of different bones.

HALL IV.—This is devoted to the *Megatheria*. There are two restored skeletons of the *Megatherium Americanum*, unfortunately incomplete, and a large number of pieces of other species. Also a great quantity of more or less complete remains of *Grypotherium*.

HALL V.—Here are kept the remains of the *Toxodontides* and *Macrocephala* of the Pampa; this section is the richest of its kind. Two skeletons of *Toxodons* and two of *Macrocephala* have been mounted. The skulls, mandibles, and other parts of the skeleton are also very numerous and facilitate the complete study of these animals, representatives of types exclusively South American, and totally extinct.

HALL VI.—Horses of the Pampas and a few of their precursors; a few remains of *Tapiroids* and extinct stags.

HALL VII.—(Lateral). Various shells of *Glyptodons*, two *Mylodons*, and a large number of other specimens.

HALL VIII.—Numerous remains of *Mastodons* of different kinds, of which some are colossal.

HALL IX.—Important collection of rodents, carnivora, etc.; the human inhabitant of the Pampa is represented by some remains, which, however, are not numerous.

HALL X.—Remains of fossilized whales.

HALL XI.—Occupied by inferior animals; present-day insects, crustacea and molluscs.

HALL XII.—Fishes and reptiles preserved in spirit. A few skins and skeletons.

HALL XIII.—(Second semi-rotunda). Mounted birds and mammals which inhabit the southern regions, and the beginning of a collection of nests.

HALLS XIV and XV.—Section of comparative osteology.—There are nearly 300 skeletons and several hundred skulls of mammals and birds of the Southern Hemisphere, and a few rare specimens, for comparison, from the Northern Hemisphere. In the first line figure the skeletons of four *Baleinoptera*, the largest of which measures 2m. 30; in order to save space they have been suspended from the ceiling, as have the other cetacea, among which are skeletons of the *Orca Magallanica* and of the *Hyperoodon Burmeistrii*. The skeleton of the *Stenorhynchus Septonyx* is a fine specimen. A human skeleton in the last hall terminates the biological chain commenced with the problematic organisms.

In the lower central part, to the left of the great rotunda, in a hall with an area of 400 metres is installed the gallery of anatomical anthropology. It contains nearly a thousand skulls and eighty skeletons, nine-tenths of them being natives of South America, from the man of the ice age to the last to be conquered (1880).

In the corresponding hall on the right the traces which remain to us of man's first steps in agriculture, the stone age of the nomadic man, are

represented by collections, unique up to the present, from Uruguay, Córdoba, the province of Buenos Aires, and Patagonia.

In the central rotunda, along the corridors and staircases, are to be found antiquities partly gathered in Argentine territory and Paraguay.

On the first floor, on the right, situated above the hall of anatomical anthropology, are shown ancient and modern archeological and ethnographical comparative collections, and the chief collections one of «chimu» ceramics from Trujillo (Peru), composed of more than 800 vases.

The edifice is surmounted by a hall of fine arts, in which figure some fine canvases, reproductions of the most celebrated sculptures of ancient genius, and another apartment occupied by the library of the Museum.

II.—From Buenos Aires to La Plata.

(*Via Temperley.*)

Southern Railway. Station in the Plaza Constitución.

The journey from Buenos Aires to Temperley is described later in the itinerary from Buenos Aires to Bahía Blanca, to which we refer the reader.

At Temperley the train takes the La Plata branch, and passes through the stations of *Mármol*, *Claypole*, where the commission directing the «Defenders of Children» has established an agricultural colony for orphan children, *Florencia Varela*, which contains two mutual aid societies, one Italian and the other Spanish, a social club, a post-office and two telegraph offices (national and provincial), a daily newspaper, *El Municipio*, and a review *Reflejos Varelenses*. The Argentine Biological Institute has a factory of serum and chemical products there, and there is a beet sugar factory. Next come *Bosques*, *J. M. Gutiérrez*, *Villa Elisa*, *Ringuet*, *Tolosa* and *La Plata*.

From La Plata, to go to Magdalena, the traveller passes through the stations of *Circunvalación*, *R. Elizalde*, *Arana* and *I. Correas*.

In this district there are numerous dairies and cheese factories, turning out some very famous cheeses (of the «paté gras» and «Holland» kinds). Not far from the station I. Correas is the estancia La Trinidad, of an area of 5,000 hectares, and possessing 2,000 head of horned cattle, 600 sheep and 300 horses, all fine animals.

From *Bavio* a branch leaves for *Alvarez Jonte* and *Punta Rieles*.

After having passed through *J. Arditi* one arrives at La Magdalena, a town of 15,000, founded in 1730 five kilometres from the coast and from the anchorage of Atalaya, where the railway terminates.

La Magdalena possesses a hospital, situated 15 cuadras from the square a library (Alberdi) of 2,000 volumes, and a daily newspaper, *El Centenario*.

Hotels.—*Colón* and *Español*, prices according to arrangement.

Breeding Establishments.—Estancia E. A. Thompson, of 13,000 hectares, of which 200 are cultivated; *San Rafael*, belonging to E. A. Jonco, 1,500 hectares, of which 1,100 are cultivated; *El Destino*, J. M. Miguens, 5,400 hectares, of which 100 are cultivated; *San Jacinto*, C. Egues Estella, 1,500 hectares, of which 220 are cultivated. In these establishments breeding is chiefly confined to fine animals, horned cattle, horses and sheep.

Provincial Bank, in the square.

Post-office, and Provincial and Railway Telegraph offices.

Doctors.—Patricio Brenan and Ezequiel Ruiz.

Cabs.—\$ 0.50 per person from the station to the town.

Theatre *Español*; Italian and Spanish mutual aid societies; Club *Cosmopolita*.

III.—From Buenos Aires to La Plata, Ensenada, Río Santiago and Ferrari.

(Western Railway in connection with Southern Rly.)

The departure station is on the Plaza Once de Septiembre, Calles Bartolomé Mitre and Pueyrredón. The train passes through the stations of *Haedo*, *San Justo*, *Tablada*, *Santa Catalina* and *Mármol* and turns towards the south in order to reach La Plata. This trip lasts 2 hours and 15 minutes.

From Pereyra to Ensenada (F. C. S.).—From Pereyra the line branches off to reach Ensenada, passing through Punta Lara, a small place near which the farm «La Esperanza» is situated, it covers 3,500 cuadras and has about 300 head of cattle and 500 horses. At Ensenada the National Bank has a branch; there are also some society clubs and mutual aid associations, a library of the Southern Students' Association and a newspaper: *La Opinión*.

From La Plata to Río Santiago (F. C. S.).—The train passes through the stations of Tiro Federal, Dock Central, where the boats lay to and where the meat freezing establishments of the «Cold Storage Co.», are located and then arrives at Río Santiago.

From La Plata to Ferrari (F. C. S.).—The train passes through the stations of Tolosa, Ringuelet, J. Hernández, Romero, Abasto where the slaughter houses are situated which provide the meat for La Plata, Gómez and finally Ferrari.

II

From Buenos Aires to Bahía Blanca.

(Southern Railway.)

The central station of the Southern Railway, called Constitución Station, is situated in the square of the same name, at the junction of Calles Brasil and Lima. Constitución Sta-

tion has several platforms for the arrival and departure of trains. There are also two booking offices for the sale of tickets. Travellers who are obliged to spend the night in the train must take a ticket for the sleeping car in advance, either at Constitución Station, or at the enquiry-office, Calle Cangallo 556, or at the National Transport Co. (Express Villa-longa, Calle Balcarce 256). They may be obtained from this company by telephone.

In order to travel alone in a compartment of two beds, one has to pay for one ticket and a half and also for the two beds; in order to have at one's disposal a compartment of 4 beds one has to pay for 3 tickets and for 4 beds; one can also order a special car by paying for 10 tickets and for the corresponding beds. All trains with a long distance run have dining-cars. Tips are expected.

The Southern Railway has 4 different lines to Bahía Blanca.—1. *Via General La Madrid and Coronel Suárez.*—Departure every day at 9.30 p.m.; arrival at 2.30 p.m. the following afternoon.

2. *Via Ranchos and Rauch.*—Departure every day at 9.15 p.m.; arrival at 4.20 p.m.

3. *Via Pringles.*—Departure every day at 6.35, p.m.; arrival at 9.25 a. m.

4. This line is not direct, but can be used all the same. It runs from *Buenos Aires* to *Saavedra* via *Lobos Junction* and *Bolívar*. Departure every day at 8.20 p.m. arriving at *Saavedra* at 11.25 a.m. It will be remarked that the most practical route is the third one permitting the journey to be made within 14 hours. We will describe these different routes in the above-mentioned order.

I.—From Buenos Aires to Bahía Blanca.

(*Via General La Madrid and Coronel Suárez.*)

One leaves from Constitución Station (Calles Lima and Brazil) passing rapidly through *Barracas al Norte* and *Ave-llaneda* arrives at *Lanús* (9 km.)

Lanús is a small town reached from *Buenos Aires* by a tram line (*Lanús* to the Plaza de Mayo 0.20 \$) there are two tram lines with animal traction for local service (tariff 0.10 \$). Several societies have been formed: Social Club, Centro Gallego, XX Septiembre, mutual aid associations etc. The newspapers are: *El Imparcial*, *La Razón*, and *El Heraldo*. The Telephonic Union of *Buenos Aires* has extended as far as here as well as the Cooperative Co. There are also two cloth factories. At a small distance from *Lanús* we find *Talleres*, so called because the Southern Railway Co. has

its factories here, a large number of workmen being employed.

Bansfield is soon passed and one arrives at *Lomas de Zamora* (15 km.), a town of 20,000 inhabitants much visited by the Buenos Aires populations and where numerous cottages have been built. The town is lit with electric light and its streets are well paved. It is connected with Buenos Aires by the electric tram line from Temperley.

Hotels.—*Jockey Club* and *La Paz* (tariff by arrangement).

Doctors.—Drs. A. Garona, T. Cerrutti, Raphael Grigera, Henri Rezaval, François Castro and Jean Basco.

Banks.—*Provincial Bank*, *Banco Español del Rio de la Plata*, *de Galicia* and *Buenos Aires*.

Societies.—Spanish and Italian Mutual Aid Associations and Sporting Club.

Newspapers.—*El Imparcial*, *El Independiente*, *La Razón*, *El Pueblo*, *La Paz*, *El Fas Tras*, *Nubes Rosadas*.

Public Library and Municipal Hospital; post, telegraph and telephone.

Breeding establishments.—*La Laguna*, of the Sansinena Co.; *Spindola*, of Pablo Spindola and *La Granja*, belonging to Louis Guillout (fowl breeding).

The town has also running water.

Temperley (17 km.) is a centre of railway lines and has a station for the Southern and Western Railways. It is a well patronized summer resort, the importance of which is rapidly growing. It is connected with Buenos Aires by an electric tram line charging \$ 0·40 (*Plaza de Mayo*).

A horse tramway exists between Temperley and Turdera. At Temperley the train turns towards *Cañuelas* and passes through a region which is very appropriately called the «region of dairies» because the milk industry is very developed there. We pass the stations of *Turdera* and *Llavallol* where are situated the Agricultural School of Santa Catalina, depending on the La Plata University, the important brewery Bieckert and the asylums and schools of the Basque Philanthropic Society «Euskal Echea» which were opened on November 10th., 1912. After this we pass the stations of *Monte Grande*, *Ezeiza*, *Tristán Suárez*, *Máximo Paz*, *Vicente Casares* and finally *Cañuelas*.

At a distance of 20 minutes from the station at Máximo Paz there is the establishment known as *Villa María*, property of Dr. Celedonio Pereda. This establishment covers 2,100 hectares of very fertile land. It is a model farm which should be visited to obtain an exact idea of the progress made in breeding in the republic.

At the station *V. Casares* there is the Estancia *San Martín*, owned by the successors of Mr. V. L. Casares. It covers 7,700 hectares and breeding and training of Morgan, Hackney Shire, and Clydesdale races are in favour. There are cows of the Durham breed, as well as of Holstein and Swiss breeds

which provide for reproduction and exportation. The sheep are of the Lincoln and Negrete breeds, and the pigs and also of pure breed.

The famous establishment *La Martona* is part of this estancia. This establishment provides a large part of the milk used in Buenos Aires and manufactures butter for exportation and for consumption in the country. Not very far away there is also the estancia *San Carlos* belonging to Mr. Charles Villatte Olaguer, also breeding cattle, horses and pigs.

La Celia belonging to Messrs. Raoul Echeverry and Albert Ibarra, is an important establishment for butter manufactory equipped with all modern machinery and producing 700 kilos of butter per day. The farm covers 1,140 square cuadras.

La Campana covers 5,000 hectares and has 6,000 head of horned cattle and 10,000 head of sheep.

La Figura, of Messrs. Joseph Crotto and Son covers 7,500 hectares, and has 6,000 horned cattle, 1,000 horses, 20,000 head of sheep.

Two miles from *V. Casares* is the estancia *El Ombú*, property of M. Ricart Hogg, with a very fine herd of horned cattle of pure breed.

Cañuelas, chief town of the district, was founded in 1837. Its name is said to come from the fact that, during his expedition in 1779, the Viceroy Vértiz found some water-gras (cañas) in the river there. The population numbers about 10,000 inhabitants. On June 23rd., 1829, General Lavalle had an interview here with the chief commander General Don Juan Manuel Rozas in order to put an end to the civil war. The station is the terminus for numerous daily trains leaving for or arriving from the federal capital.

From an æsthetic point of view, Cañuelas is one of the rare provincial towns whose streets are kept in good order and which has fine buildings. The surfaces of the principal avenues Lara, Buenos Aires, and Rivadavia are perfectly curved the sidewalks measure 2·75 m. in width. There are three squares of which the finest is that called Buenos Aires, a church and a town hall of good style; there are also excellent slaughter houses at the disposal of the inhabitants. Water is provided by an artesian well the depot-reservoir of which holds 30,000 litres. Cañuelas possesses a theatre, a hospital, two political clubs and two societies, of which one is Italian the other Spanish; two hotels: La Unión and the Hotel Lara. There are three doctors: Drs. Alzugaray, Ovejero and Gómez. There is a telephone connection with Buenos Aires. The region is chiefly a cattle-breeding one, and there are numerous dairies.

Abott is the station which follows Cañuelas and is sur-

rounded by numerous estancias of which the principal are owned by E. Buchanan, Calvo Adrián, Campos Ricardo, Castro Lauro, Craig David, Craig Gregoria, Craig Tomás, etc.

Monte is a village founded in 1779 and chief town of the district since March 19th., 1801.

Hotels.—Sportsman, Jardín, Argentino, Monasterio; tariff \$ 4 per day.

Restaurant.—Italiano.

Doctors.—José N. Latane, and Arsenio Colombres.

Hospital.—Zanon Videla Dorna.

Societies.—Club Social, Unione e Benevolanza (mutual aid association) also Spanish and cosmopolita ones.

Newspapers.—*La Voz de Monte*, *Brisas de Monte*.

Breeding establishments.—*El Rosario*, covering 12,000 hectares, of which 1,500 are cultivated, 4,000 horned cattle and 12,000 head of sheep. *Centros*, covering 5,000 hectares of which 1,000 are cultivated land, 2,000 horned cattle and 3,000 head of sheep; *San Pascual*, covering 5,000 hectares, of which 700 are cultivated, 2,500 horned cattle, and 2,500 head of sheep; *San Zenón*, covering 4,000 hectares of which 2,000 are cultivated, 1,500 horned cattle and 3,500 head of sheep; *San Pablo*, covering 3,500 hectares of which 200 are cultivated, 2,000 head of horned cattle and 1,500 head of sheep.

Commercial firms.—La Constancia, El Colono, El Sol Argentino, which deal in general commerce.

The next stations are: *Videla Dorna*, *Gorchs*, *Vilela*, *Coronel Boerr*, belonging all to the district «Las Flores» (The Flowers). The town of *Las Flores* is very nice and thoroughly deserves the name it bears. It is situated on the banks of the White Lagoon. In 1857 the part called «Our Lady of Carmen was founded. The name of the town is derived from that of the river 5 leagues away, which was so called by the expedition of Vértiz who camped on its banks, because it was flowered with daisies and marguerites. The town is well provided with trees and its wide and straight streets show a rare foresight on the part of its founders. It is, besides, all surrounded by woods of walnut willows and *acebos* (a kind of holly). The principal buildings are: the Town Hall, the Police Station, the Spanish Theatre, the Italian Club, the Church, the Protestant Church, the National Bank, the Hospital, etc. The market is a construction of steel and cement. A band plays on Thursdays and Sundays. The three newspapers are: *La Reacción*, *El Trabajo*, and *El Argentino*. The land is already very much cut up and has reached a considerable value. Agriculture has made great progress within the last few years; cereals are mostly grown, besides potatoes, which latter give good results, also lucerne as water is found at a depth of 2 to 3 metres. Fruit is also grown in abundance and every year great quantities of pears are exported to Brazil.

Hotels.—«Plaza Hotel» and «National Hotel» with cold and hot water bath service; «Argentino». Tariff \$ 5 per day.

Mail Coach Service.—From Newton Station to Pila and from Las Flores to Canado (tariff \$ 5).

Promenades.—Plaza Montero with large gardens, avenues and a lake called «Difunto Manuel», Paseo Colón and Plaza Bartolomé Mitre.

Theatre.—«El Español» in Calle Carmen, between Caseros and Colón.

Church.—«Our Lady of Carmen» in the principal square.

Cabs.—In the interior of the town \$ 1 per hour, fare from the station to the town \$ 1 during the day and \$ 2 at night.

Factories.—Steam-mill, a factory of patent foods, an ice factory, and a soap factory, etc.

Post and telegraph.—Calle Buenos Aires; provincial telegraph Calle Carmen.

Banks.—Branch offices of the National Bank and of the Provincial Bank.

Doctors.—Drs. Domingo Arostegui, Manuel Cortes, Antonio Lombardo and Ramón Acosta.

Dentist.—Teodoro Tomatti.

Breeding Farms.—*Oveland*, belonging to Arturo Z. Paz, 12,500 hectares; *Verbenia*, belonging to Duche and Gonçalvez, 1,250 hectares; *La Graciela*, belonging to José M. Paz and covering 1,250 hectares; *La Naranja*, belonging to Julio Meiloc and covering 5,000 hectares; *La Campana*, belonging to J. de la Fuente and covering 10,000 hectares; *El Quemado*, belonging to Dr. Aguirre and covering 2,500 hectares; *El Trigo*, belonging to A. Devoto and covering 10,000 hectares; *Sol de Mayo*, belonging to Carabassa and covering 6,250 hectares. In all these farms agriculture also is carried on.

From Las Flores to Azul.—After *Las Flores* follow the stations *La Naranja*, *Pardo*, *Miramonte* and finally *Cachari*.

Cachari was founded only a few years ago, Mr. Jean Andrade being one of its first inhabitants. To-day the village counts 1,000 souls. It is a village which will certainly become an important town as the agricultural progress during recent years is a good sign. There are three hotels: *Cacharí*, *Vascongado*, and *Artesano*. A band plays on Sundays and holidays; there is a newspaper *El Progreso*, and soon the National Bank will have a branch here. The village has a telephonic connection with Buenos Aires.

The following stations are: *Parish*, called after the name of one of the founders of the Southern Railway; *Shaw* and *Azul* (km. 288).

Azul is a town of 20,000 inhabitants, and was founded in 1832 by Colonel Pedro Burgos. In 1834 the parish of Our Lady of the Rosary was founded. The fort which is the origin of the actual town, was called «Fuerte Azul de San Serapio» (Blue Fort). The Indians called the spot where the town is built «callvu», which means blue.

Hotels.—Argentino, Colón, Otto, Zanatta (tariff \$ 5 per day).

Restaurants.—Zabalita, Grasi, De los Estancieros, Ferrari, Adot.

Promenades.—Plaza Colón, General Rivas, Avenida Mitre; the river Azul deserves a special trip.

Music.—A band plays on Thursdays and Sundays.

Banks.—Commercial Bank and branches of the National and Provincial Banks.

Doctors.—Drs. Pintos, Bardier, Keller, Soriano, Soriani.

Dentist.—Gallastegui.

Sanatorium Gagliani and Town Hospital.

Societies.—Union Club, Spanish Club, Spanish Mutual Aid Association, French Philanthropic Association, Argentina, Garibaldina, Dante, and Neapolitan Club.

Popular Library of 6,000 volumes and open daily except on holidays.

Newspapers.—*El Imparcial, El Orden, El Ciudadano, La Tarde.*

Post Office in centre of town.

Telephonic communication with Buenos Aires and local service.

Farms and Breeding establishments.—*San Román*, covering 10,000 hectares; *Siempre Amigos*, 10,000 hectares; *La Devona*; *La Corina*; *El Recreo* *La Isabel*, 15,000 hectares; *San Manuel*, etc.

From Azul to Olavarria.—*Station Nieves.*—Near this station is the farm *La Escocia*, belonging to M. David Maitland, who is devoting himself to the breeding of horned cattle and of sheep, and whose products are renowned; the estancia *San José*, of M. Joseph M. Lier, covering 2,500 hectares who devotes himself more particularly to the care of the animals during winter; *La Chica*, of M. Rogaciano Zapatá covering 1,200 hectares, where horned cattle are bred; *La Aurora*, belonging to Tomás Huarte covering 3,000 hectares, wintering of animals; *El Generoso* belonging to Jaruffi Z. Marrota, 1,000 hectares.

Hinojo Station.—Small town of about 1,000 souls, but very progressive. This town owns a small library of 1,800 volumes, open daily (Sarmiento Library), a newspaper *El Independiente*, an Italian mutual aid association, and is connected by telephone with Buenos Aires. The principal farms and breeding establishments are: *La Armonia* belonging to Urbano Domeq and covering 5,000 hectares, 2,000 horned cattle, 7,000 head of sheep; *La Isolina* owned by Esteban Lauge, covering 10,000 hectares, 4,000 horned cattle and 3,000 head of sheep; *La Tomasa* owned by Antonio Villa, covering 2,500 hectares and having 700 horned cattle and 1,600 head of sheep.

In the neighbourhood of Hinojo the quarrying industry has developed remarkably, and numerous stone quarries are fully worked. The *Cerro Negro*, which is not yet being worked, offers a promising future for this industry owing to the quality of its granite, which will have a sure market in Buenos Aires and in other towns, for the construction of high class buildings.

From Hinojo there is a branch line leading to *Sierras Bajas*, famous for its limestone quarries.

Olavarria (339 km.).—The neighbourhood of this town is rich in calcareous stone and granite.

A mail coach service leads to Bolívar.

The fare for carriages is \$ 0·50 in the interior and according to arrangement outside.

Hotels.—«Grand Hotel», «Argentino Hotel», «Hotel Nacional», «Hotel Universo», tariff \$ 4 per day.

A band plays on Thursdays and Sundays.

Banks.—Commercial Bank of Olavarria, branches of the National and Provincial Banks.

Doctors.—Drs. José M. Amado, Fernando Anaya, M. A. Lamadrid, Alfredo Blanco, Alfredo Olivieri.

Dentist.—Pedro Alcalde.

There is a town hospital.

Societies.—«Centro Recreativo», «Centro Español», Spanish, Italian and French Mutual Aid associations.

A library is being formed, and owns already 2,000 volumes; it is open daily.

Newspapers.—*El Popular* and *La Razón*.

Post and National Telegraph Office one cuadra from the Plaza Olavarría, and the Provincial Telegraph Office is 3 cuadras from the same place.

Curiosities.—Speaking of natural beauties, the river «Tapalqué» may be mentioned. The valleys and the surrounding hills are very picturesque, and especially the «Sierras Bajas» and the lagoons «Blanca Grande» and «Blanca Chica».

Farms and Breeding establishments.—«Santo Domingo», belonging to Arieu Bros., 5,000 hectares, 1,000 horses, 3,000 head of sheep and 700 horned cattle; «La Victoria», belonging to Martín Nazar covering 7,500 hectares, 1,700 horses, 17,000 head of sheep, 6,000 horned cattle; «San Antonio», 5,000 hectares, of which 1,000 hectares are cultivated, 700 horses, 2,500 head of sheep and 1,500 cattle.

From Olavarria to Saavedra.—The first station after *Olavarria* is *Pourtalé*, near which are the important farms «Las Toseas» belonging to Esteban Lauge, 20,000 hectares, 400 horses, 30,000 cattle, 55,000 head of sheep; «Arroyo Corte» to J. A. Graciarena 25,000 hectares, 3,000 horses, 5,000 cattle and 45,000 head of sheep; «El Foso», to Luis E. Reynoso, 7,500 hectares, 500 horses, 10,000 cattle and 25,000 head of sheep.

The following stations: *Muñoz*, *Rocha* and *Martinetas*, are all breeding centres surrounded by large farms.

Then comes *General La Madrid* (426 km.) chief town of the department of the same name.

Mail Coach Service.—One coach goes to Arboledas Station and another to Las Bandurrias; fare \$ 0·50 per league per person.

The fare for carriages is \$ 0·50 in the interior of the town or \$ 1 per hour.

Hotels.—«Argentino», «España» and «Vasconia».

Banks.—Commercial Bank and Provincial Bank, in the centre of the town.

Doctors.—Drs. S. Salcedo and Luis T. Piñeyro.

Societies.—French and Italian Mutual Aid Association, «Club Centro Commercial of Gen. La Madrid».

Newspapers.—*El Matritense* and *La Voz del Pueblo*.

Farms and Breeding establishments.—«La Gama», belonging to C. Laplace, covering 3,100 hectares, 1,200 cattle and 50 horses; «El Champ», belonging to Lucinde A. Rivadeneira, 4,000 hectares devoted to agriculture.

«La Colina» has a local telephone service, and two mail coach services, of which one goes to La Pampa and the other to Krabbs Station; the fares are respectively \$ 5 and 3·50 per person. There is a cosmopolitan mutual aid association and a recreative club.

Breeding establishments.—«La Colina», belonging to Mr. E. Santamarina, 32,000 hectares, 5,000 hectares cultivated 20,000 cattle, 60,000 head of sheep and 400 horses; «El Huáscar», belonging to M. Techera, 12,500 hectares, 6,000 hectares cultivated, 3,000 cattle, 5,000 head of sheep and 200 horses; «La Fe», belonging to Mr. G. Williams, 12,500 hectares, 1,000 hectares cultivated, 15,000 cattle, 6,000 head of sheep and 300 horses.

One passes afterwards through «Piñeyro» in order to reach «Coronel Suárez» (490 km.).

Formerly called «Sauce Corto», «Coronel Suárez» is to-day the centre of a rich agricultural country. An important Russian colony is located near there. The town is continually growing more and more important, and the day is not far off when it will be one of the principal towns in this immense plain of agriculture in the south of this province.

Mail Coach Service.—There is one to the estancia «La Laura», the fare being \$ 4.

Hotels.—«Roma», «España» and «Helvecia»; \$ 4 per day.

Restaurants.—«Los Bascos», «Restaurant de la Estación», and «Italia».

Music.—A band plays on Sundays and holidays.

Banks.—Branch offices of the National Bank and of the Spanish Bank.

Doctors.—Drs. O. Federicci, C. V. Lozada, A. P. Politis, and E. Harriott.

Miscellaneous.—Hospital «Caridad».—A theatre.—Spanish, French, Italian and German mutual aid associations.—Sporting club «Blanco y Negro».—A library of 2,500 volumes open daily.

Newspapers.—*El Fiscal* and *La Razón*.

National and Provincial Telegraph, and local telephone service.

Cabs.—Fare, \$ 0'50 for a direct trip inside the town, and \$ 1'50 per hour.

Manufactories.—A flour-mill «San José»; a factory of potted meats, «La Industrial»; a tannery; a steam furniture factory, etc.

Agricultural and breeding establishments.—«La Curumalán», limited company, covering 17,500 hectares, of which 10,000 hectares are cultivated, 4,000 horses, 5,000 cattle, 8,000 head of sheep; «San José» owned by Alberdi José, 10,000 hectares, 2,500 hectares being cultivated, 400 horses, 300 cattle, 10,000 head of sheep; «San Gregorio», owned by a limited company and covering 7,500 hectares of cultivated land.

Curumalán which is next to Coronel Suárez, has a name of Indian origin, «currumalal» (black court) or «curamalal» (stone court).

In Curumalán there is an important breeding establishment of the same name. The limited company which is running it, was founded in 1903, with Mr. Ernest Tornquist as president. It bought from Messrs. Baring Bros. 238,077 hectares of land suitable for breeding and agriculture for the sum of 20,176,880 francs. A large part was sold again at a good profit as land is increasing daily in value.

To-day the company owns 8,000 hectares of cultivated land and 44,000 head of sheep, 14,000 cattle and 2,500 horses.

Arroyo Corto and *Pigüe* are the next two stations.

Pigüe is the centre of an important French colony coming for the most part from the Aveyron and the surrounding departments. The town is already an important centre, having about 7,000 inhabitants. There are 4 hotels: «Vazcongado», «Central», «Pigüe» et «Unión», \$ 4 per day; a French mutual aid association, and an Italian one. There are two newspapers: *El Reflector* and *El Independiente*. A telephone service connects the town with Saavedra and with

Bahía Blanca. A mill grinds part of the grain of the neighbourhood.

Saavedra is the capital of the department of same name, and its most important town. This is the terminus of the Southern Railway coming from Lobos, 25 de Mayo, Bolívar, Guaminí, and Carhué.

Hotels.—«La Unión» and «La Plata».

Banks.—Popular Spanish Bank; the National and Provincial Banks have agents.

There are a Spanish mutual aid association and two Italian ones, and a social club.

Newspapers.—*El Fiscal* and *La Semana*.

National and Provincial Post and telegraph offices.

There is a local telephone and one connecting the town with Bahía Blanca and different other points in the country.

Agricultural and breeding establishments.—«La Turigueta», owned by Pedro Spinola, 12,000 hectares of which 4,400 are cultivated land, 5,000 head of sheep; «La Landlade», owned by Francisco Méndez, 5,000 hectares of which 2,000 are cultivated, 2,000 head of sheep; «La Goteada», owned by Mr. Cazuet, 1,000 hectares of cultivated land; «La Gruta», 2,000 hectares cultivated land.

From Saavedra to Bahía Blanca.—After having passed through the station of *Dafaur* where important farms are to be found, and also several granite quarries, one arrives at Tornquist, a flourishing little town founded by Mr. Tornquist in 1880. Agriculture has been extending largely in the neighbourhood, and within the last few years, land has been increasing in value greatly. The town has a good hotel «La Unión» (\$ 5 per day) a branch office of the National Bank, a hospital, called «Ernest Tornquist», several clubs and mutual aid associations (Spanish and Italian) a town library of 1,200 volumes, a newspaper *El Diario* and is connected with Bahía Blanca by telephone. The principal breeding establishments are: «La Ventana», owned by M. Tornquist; «Las Vertientes», and «La Esmeralda», owned by M. Lainez; and «La Constancia», owned by M. V. Picada.

Tres Picos, *García del Río*, *Naposta* and *Viticola* are stations surrounded by rich agricultural and breeding establishments. Finally one arrives at Bahía Blanca.

Bahía Blanca (680 km.) is the chief town of the district of same name. Formerly this was but a fort built in 1828 as a point of protection in the war with the Indians. In 1836 it was established a ward of Our Lady de la Misericordia and in 1865 it became capital of the district. If one reckons its age from the first military inhabitants onwards, it counts 84 years, that means the age of an old man or the life of a generation. From that time until 1882 it simply vegetated, and its real birth is to be reckoned from this date. It made then slow but continuous progress which is still now only at its beginning, because it is the capital of this entire southern

region of the republic which is not yet developed and whose riches it is difficult to estimate. But a quarter of a century was sufficient to make it change from simple township to an important town. Some statistics will give an idea of this marvellous development.

In 1880 the custom offices received 92 pesos, paper.

In 1882 the imports amounted to 366,028 pesos, gold; in 1890 to 4,306,998; in 1897, to 2,794,345; in 1905, to 7,505,288 and in 1911, to 8,167,164.

The amounts of export show a still greater increase.

In 1880 and 1881 the export trade did not exist. In 1882 export goods show an amount of 2,653 dollars, gold; in 1887, 1,119,757; in 1894, 4,230,921; in 1899, 13,051,409; in 1904, 26,693,203; in 1905, 42,864,245. In 1911, the amount of exports fell to 25,645,280 dollars, gold, but this fall was only momentary, owing to the loss of the agricultural produce of the year before, and the information we have concerning part of the year 1912, forecasts a maximum which has not been reached before.

The traffic, as measured by tonnage, of the ships entering the harbour, has passed from 202,116 in 1901 to 746,435 in 1910, which shows an increase of 268 % during these ten years.

This increase of the harbour traffic is mainly owing to the increase of corn exportation which has been considerably developed during the last years. This increase will continue for a long time in the same proportion, as there are immense portions of land in the south of the province of Buenos Aires, in the territory of the Pampa and in the other southern territories to be developed, and cultivated as corn fields.

At Bahía Blanca the lines of the Southern Railway join (via Tres Arroyos, Pringles and Azul), with those from Neuquén belonging to the same company, the one from Bahía Blanca to the North-West, of the Buenos Aires Pacific Co., and the one from Rosario to Puerto Belgrano of the French company.

Besides the military port, Bahía Blanca possesses one for commercial navigation and three others for ocean navigation. That of *Engineer White* is the most important; 11 steamships can anchor there; it belongs to the Southern Railway Co. which has made important installations there.

Puerto Galván is the property of the Buenos Aires and Pacific Company and improvements are now being made there.

Puerto Belgrano, of the Compagnie Française has just been finished.

There are also a great many depots existing with a large traffic in wool, leather and corn.

Much capital has been invested in the commercial firms of the place and the old fort of 1828 is now an important town destined to become the Liverpool of the Argentine Republic.

Bahía Blanca is 280 kilometres from General Acha and 800 from Villa Mercedes. It has a population of about 40,000 inhabitants.

Climate.—Its climate is dry; it has but 200 mm. of rain during the year. In summer the thermometer has risen to 42° C. in the shade, and in winter it has fallen to 3° below zero. The average temperature in summer is between 22° and 29°; the one in winter is between 1 and 5°. There is no fixed time for rain.

Topography and aspect of Bahia Blanca.—Like all towns of Spanish origin, Bahía Blanca is laid out after the manner of a chess board, that is to say that its streets cross each other at right angles. Its buildings, of agreeable aspect, and its straight and well-kept streets, attract the attention of the foreigner. Those in the centre are well paved.

The traffic in the town is surprising. Calles San Martín, Chiclana, Alsina and O'Higgins are continuously full of vehicles of all kinds and remind one of Buenos Aires. The commercial buildings are all close together there. The furnishing of the houses shows the want of taste and luxury of the inhabitants.

Bahía Blanca is surprising in its rapid progress for one who sees it after some time of absence; one who sees it for the first time can but admire its splendid edifices, its luxurious shops, its numerous commercial firms and the animation of its streets and promenades.

It has been called the Argentine Liverpool, and if is not yet so, it will certainly become so within a short while, owing to the tremendous increase of its population and its astounding progress.

Bahía Blanca possesses numerous hotels and restaurants, luxurious cafés, several financial establishments, beautiful squares, amongst others those of Bernardino Rivadavia covering 4 manzanas (about 5 hectares). It has two churches and several chapels, telegraph and telephone.

The district has an area of 255 square leagues of which the greater part is pasture land for cattle; agriculture is also making rapid progress and every year the cultivated area of land increases; at present one can reckon about 30,000 hectares used in corn culture. Much lucern is also sown.

Newspapers.—*Bahia Blanca, El Censor, El Tribuno, España, Hoja del Pueblo, La Nueva Provincia, Proyecciones, Revista Comercial de Bahia Blanca.*

Banks.—«German-Transatlantic Bank», «Anglo-South American Bank», «Banco Español del Río de la Plata», «El Hogar Argentino», «Banco d'Italia y del Río de la Plata», «Bank of London and of River Plate», «National Bank», «Provincial Bank», «Popular Español», «Seguros sobre Créditos».

Hotels.—«Apolo», «Central», «Comercio», «Continental», «España», «El Nuevo Galileo», «Fernandez Rufino», «Francés», «Granieri Vicente», «Internacional», «La Central», «Los Vascos», «La Vasconia», «Liverpool», «Lopetegui», «Royal», «Santa Isabel», «Sportsman», «Sud-American» (Limited Company).

Hospitals.—«Town Hospital», «Depot for First Aid», «Sanatorium Bahía Blanca».

Theatres and Concerts.—«Circo Variedades», «Coliseo», «Colón».

Naval port.—This naval port is situated 35 kilometres south-west from Bahía Blanca on the Southern Railway line and at about 1 km. from the station. It is one of the most considerable works built in South America during these last years. The works were commenced on June 2nd 1898 being controlled by the firm Dirks, Dates and Von Hauten, after the plans designed by engineer Louis Luiggi, an authority on the matter. These works were terminated in 1905.

Harbour.—The naval port of the fleet has an anchorage to which formerly the flag-ship «San Martín» was attached. This anchorage can now be used by any vessel waiting to enter the arsenal. Another anchorage, which is now in a bad state, is being repaired. These two buoys are formed by three anchors of 5 tons to which a chain is attached measuring 3 inches and equipped with a small buoy which, in normal conditions is fixed to the vessel using the anchorage. Three other buoys have been planned with demarcation buoys for the masonry works sheltering the port. Communication between the port and the naval station, besides that of small steamboats of the post or harbour service, is carried on by an optic telegraph annexed to the telegraph office which possesses a permanent day and night time table so that vessels may always communicate with the national telegraph office.

Entrance Channel.—This entrance channel to the marine arsenal has been dredged throughout. It has a width of 80 metres at the end with a depth of 9'50 metres at high tide and 6'50 m. at ordinary low tide. The total length of the channel from the port up to the entrance of the outer harbour is about 2,500 metres and the vessels pass through it in ten minutes. The four battleships of the Argentine Republic have already passed through the canal as well as several foreign vessel amongst others the «Iowa» belonging to the North American fleet and the «California» which boats are the longest and widest in America. All of them made their entry and way out without any difficulty. The route of the vessels in the canal is marked by buoys put in two lines and at a distance of 50 metres from each other; they show the line of 25 feet of ground at ordinary high tide. Four light-buoys are being prepared to mark the route during the night.

Outer harbour and quay of manoeuvres.—The outer harbour, the landing-quay and the manoeuvre-quay, facing the dry-dock, are now ready for the requirement of the Argentine fleet, that is to say that the landing-quay-basin has been dredged to the extent of 200 to 300 m., with a depth of 9'50 m. so that at exceptionally low tide the vessels do not touch the ground. In this zone three buoys have been placed as well as several moorings; three buoys have been built able to receive 5 large vessels laying. This landing zone will be dredged completely in the near future as has been arranged in the project and plans.

Dry-dock.—The dry-dock is entirely finished and already working. It was opened on March 9th 1902 by the president of the republic. The dock has a length of 222 metres and can be used up to 215'30 m. measured between its floating gates placed at their furthest limits. If the gate is placed with its groove outside, a length of 217'65 m. can be obtained. The width of the dock is 27 metres at the entrance at the height of the coping, and 26 m. at the height of the ordinary high tide and 23'54 m. at the bottom. The depth is 10 m. at medium high tide and 10'50 m. a ordinary high tide.

For some time it was believed that these dimensions would be sufficient for any ship afloat, whether it was a man of war or a commercial boat

to enter the dry dock of the naval port; but naval architecture especially military ship building has made such enormous progress within the last ten years, since building the enormous dreadnaughts, that one saw very soon that the size of the dock was insufficient and that the republic would have to enlarge it if the newly built vessels had to enter the dock. Therefore a new dock is at present being built.

Machinery.—The machines of the dock are; two large motors of 400 H. P each of which drive directly two large centrifugal pumps capable of emptying the dock within less than three hours. If a man of war is in the dock (in this case the mass of water to be removed is less) it can be emptied in two hours. It will be seen that in case of emergency a vessel can enter the dock at high tide, be put on dry ground, looked over, cleaned and be let out at the next high tide.

The dock is provided with hydraulic capstans of ten tons for manoeuvring of the vessels and two hydraulic cranes of 5 and 1 $\frac{1}{2}$ tons respectively for the handling of material, etc.

The dock is lit with electricity and this light can be distributed on board a vessel in the dry dock if its dynamos do not work. There is a mechanical workshop for urgent repairs, several sheds for the residence of the workmen employed in the dock, and for the management service of the navy; that is how important repairs like those of the «California» could be undertaken.

Landing-wharf.—On the east-side of the dry-dock there is a wharf where the large vessels can land. This wharf is 250 m. long and the depth of the water is 39 feet at low tide. Two battleships can enter simultaneously in this wharf in order to do repairs above the water line, change their cannons, boilers, or in order to transport heavy weights on board. For this propose a hydraulic crane of triple power has been installed, 10, 20 and 30 tons, besides three other cranes of 5 and 2 $\frac{1}{2}$ tons. There have also been installed two other cranes of greater power and another hydraulic accumulator for the use of the quay for commercial purposes.

On one side of the quay a depot for goods has been built, covering 70 m. length and 36 width and divided into three sections. A railway connects the port with the Southern Railway.

Marine Hospital.—Two buildings of the Marine Hospital are already being used in connection with an annexed building for pharmacy, disinfection, ice machine, freezing cupboard and other objects indispensable in a modern hospital.

Running water.—In the entire military zone there is a system of canals for distributing running water, leading from three filtering galleries which are located in the large sand zone of Colina Alta. The galleries extend over a total of 900 meters, and working alternately they can yield every hour from 25 to 30 tons of excellent water, of a hygrometric degree according to French system (total hardness) of between 6 and 7 and a permanent settlement of between 35 to 40 parts in 100,000 of water. Two sets of pumps worked by steam, each one having its own boiler, extract the water from these galleries and send it to two regulating reservoirs located in the lower part of the central office. From these reservoirs the water passes into the canals which lead to the hospital, houses, tank and public springs. Water can also be sent direct to boats in the dock by the nozzles on board. There is a special reservoir of 100 tons to feed immediately the tank or the tank-boats and there is another similar one near the civil camp. All in all there are always about 700 to 800 tons of water at hand and ready for use in these depots. The largest quantity of water provided at one time has been of 1,200 tons for the vessel «Pampa» within 30 hours, whilst she was taking in coal. This water system is arranged in such a way as to be united to the canal from Sauce Grande to Bahia Blanca.

Misceellaneous.—A building has been opened for public service called «Castillo de Vigilancia» which looks like a castle; it is used for the offices and clerks' rooms of the police. The watch tower having a height of 50 metres is used for teleoptic and radiotelegraphic signals in order to communicate with the fleet. On the ground floor are the large water depots used for the different parts of the naval station. Houses and other buildings have been erected for residential purposes for all employed in the naval port. All these buildings are provided with a system of pipes for running water fed by

a service of force pumps and canals from Colina Alta. Besides, all buildings have a complete drainage system, independent of the one of the hospital and turned into the sea. There is also a special building for post and telegraphs, and there is a school built by subscription amongst the workmen in memory of the unfortunate King Humbert. Large tree plantations in full development contribute to render the military zone agreeable and to consolidate the sandy grounds. Besides there have been built powder-stores, the military ammunition stores for annons and vessels, a shooting range and all other accessory services of a naval arsenal.

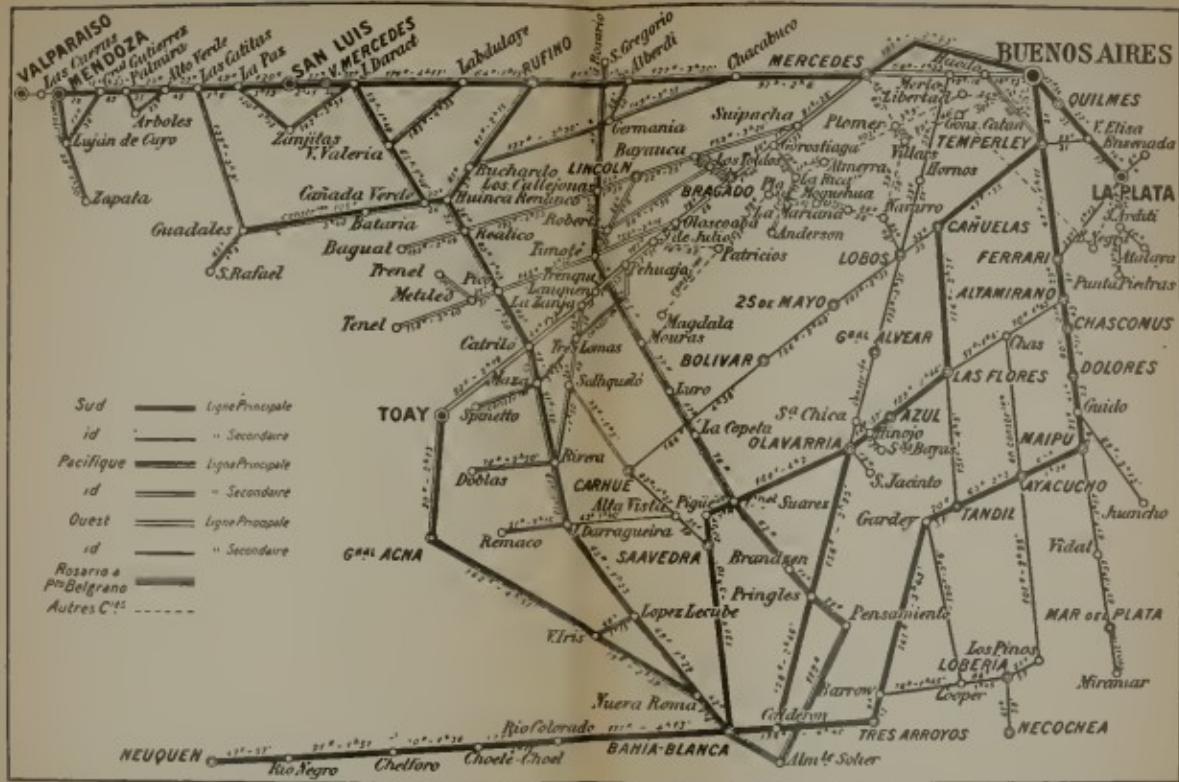
Fortification works.—Of the different fortresses which have been placed according to the general plan on the banks of the entrance, and the batteries on the shores of the bay, the five batteries of the northern embankment have been built and armed with Krupp cannons of 240 mm. These batteries are under the direction of the coast artillery corps and are fully armed. There have been also three batteries of Krupp howitzers of 280 mm. built, protected by some secondary batteries armed with Krupp cannons of 210 and 100 mm. and they complete the line of defence of the naval port.

Strategic railway.—The railway which unites the different batteries with the naval arsenal and the latter with the Southern Railway, has a length of 28 km. including the different side-lines to the batteries and three storing lines for military trains as well as a manoeuvring triangle in order to make a train turn round without taking its engine away. The railway passes the river Pareja which is more or less an estuary with 12 feet of water at high tide on a bridge of 220 m. long. The government has authorized the substitution of electric engines, getting their power from the central station in the batteries, for steam engines.

Strategic telegraph, semaphores and light-houses.—The southern strategic line used to maintain communication between the vessels of the navy and the naval port (through semaphores and wireless telegraphy) extends its radius up to Magellan Straits. It is besides connected with several points of coast-guards fitted out with semaphores and light-houses. Two of the light-houses planned in the general plan—Penguin Island and Año Nuevo Island,—lend their services for navigation; another has been built at cape Las Vírgenes and four others at Monte Hermoso, Banco Lobos, (Puerto Belgrano) Punta Delgada, and Cabo Dos Bahías (Chubut). The works were at the commencement partly executed by the government but the most important work was done by the firm Dirks, Dates and Van Hawten.

Immigration.—A very good idea of the government has changed lately the conditions of development and progress in the town and region of Bahia Blanca. Up to lately, all boats bringing crowds of immigrants into the country, who land every year, and almost every day, on Argentine territory, had their main centre in Buenos Aires so that part of these immigrants stayed in that city where they found a more or less remunerative work, if they did not increase the number of the unemployed; in any case they contributed to making salaries go down. The National Government, anxious to make the social and economical progress of the republic larger, saw the mistake of this monopolizing of immigration, which it was necessary to correct, and since has been encouraging the shipping companies to disembark immigrants as near as possible to the spot where they are likely to find work. Thus hotels for immigrants have been built in the ports of Rosario and Bahía Blanca. In the first of these ports those who want to go to northern regions, disembark, and in the second those wanting to join the workers of the southern countries. In this manner the workman is immediately put on the way towards the centres who are in want of labour and does not stay where already the struggle between work and capital may be felt. These measures, though but very recent, have already shown good results, and last year part of the immigrants entered the republic without passing through Buenos Aires, and without having been attracted by the sight of the capital, going where sure work, and later, riches, was waiting for them.

NETWORK OF THE SOUTH AND WEST RAILWAYS



第10章

II.—From Buenos Aires to Bahía Blanca.

(*Via Ranchos and Rauch.*)

Leaving the station on the Plaza Constitución, we follow the route we have already been describing up to Temperley, and there we take the side-line of Altamirano and arrive at Adrogué.

Adrogué is a small town founded in 1872 by Don Esteban Adrogué, it is the chief town of the district of Almirante Brown. The inhabitants of Buenos Aires make it a centre of excursions. It has a good hotel «Las Delicias» (\$ 5 and 6 per head) and several restaurants amongst which are «El Recreo» and «El Centro». In the South-East of the station, in an appropriate place is the Hospital Lucio Meléndez. There are several societies; Club Social, Workmen's Club, Italian Mutual Aid Association, Orpheon Almirante Brown, etcetera, a newspaper is edited every week, «El Criterio».

There is a post office with telegraph and telephone (communication with Buenos Aires and other localities).

On the main square a statue has been put up to Admiral Brown, who has also given his name to the region.

Burzaco, Longchamps, Glew and San Vicente are the next stations.

San Vicente is the chief town of the region of the same name, situated on the banks of a lagoon. The town was founded in 1734 by Jean Perea.

Doctors.—Drs. José López Tojos, and Manuel Ricci.

Tramway.—From the station to the village.

Miscellaneous.—Three societies of mutual aid; two newspapers: *La Opinión* and *La Evolución*.—Postal, telephonic and telegraphic service.

Farms and breeding establishments.—«Manantiales», «Las Mercedes», «San Eliseo» and «La Fortuna».

Domselaar, Ferrari, and Jeppener are small agricultural villages which produce more especially milk, cheese and butter (important establishment «La Provincial» at Jepener).

Altamirano, which is next, is a railway centre. A line goes to General Guido, Maipú and Tandil, of which we shall speak later. It is also an agricultural and breeding centre. The principal farms are; those of Gregorio Lecazuabar (2,500 hectares, 3,000 cattle), Luis Urdániz (850 hectares, 500 cattle), P. Wale (850 hectares, 1,000 cattle), J. Cowen (625 hectares, 800 cattle), Baptiste Bordeneave (625 hectares, 750 cattle), J. Placet (625 hectares, 1,000 cattle), Antonio Ferrari (625 hectares, 500 cattle), Joseph Urricarriet (625 hectares, 500 cattle), Fernand Daguerre (625 hectares, 400 cattle).

tle), Widow of Garat (350 hectares, 400 cattle), Juan Bidarte (250 hectares, 300 cattle).

Alegre and then *Ranchos* follow Altamirano. *Ranchos* is now an important village, it possesses three newspapers: *Voz de Ranchos*, *El Bien del Pueblo* and *El Mercurio*. There is also a branch of the National Bank and of the Popular Spanish Bank; Italian, Spanish and French associations; six hotels, one post office, telegraph and telephone (communication with Buenos Aires), two doctors: Messrs. Luis Gandulla and Lestelle Tessonne.

We may mention the following agricultural and breeding establishments: «La Josefina», of Pedro Pajes, 12,500 hectares, 5,000 hectares cultivated, 1,000 cattle, 500 head of sheep; *Espartillar*, a limited company, 20,000 hectares, 4,000 cattle and 10,000 head of sheep; «La Matilde», of Diego Gibius, 5,000 hectares, 1,000 cattle and 2,000 head of sheep; «La Aurora», of Julio Dantas, 10,000 hectares, 500 cattle, 2,000 head of sheep; «La Industrial», manufactures ice and butter.

Villanueva, *Bonnemont*, and *General Belgrano* are important stations for farming and breeding. *General Belgrano* is the chief town of the district of the same name. The town has two hotels: «La Unión» and the «Lombardo»; a branch of the National Bank and one of the Provincial Bank; two weekly papers: *El Imparcial* and *El Pueblo*; a post office and telegraph and telephone connect it with Buenos Aires, Olavarria, Dolores, Chascomus and La Plata.

The principal farms and breeding establishments are: «La Invernada», of Juan Giribone, 5,000 hectares, 500 cultivated; «La Vigilancia», of Jorge de la Fuente, 2,500 hectares breeding of cattle; «Chacabuco», of Pedro Chapar, 2,500 hectares of which 700 are cultivated land; «Martín García», of Dr. Obligado, 1,800 hectares; «El Trébol», of José A. de Carabassa, 5,000 hectares of which 1,600 are cultivated; «La Atalaya», of the successors of Aranz, 7,500 hectares cultivated land; «La Florida», of Vicente Rodríguez, 7,500 hectares for breeding purposes; «San Carlos», of Carlos Stegmann, 5,000 hectares for agriculture; «Las Achiras de Abajo», of Martín Nazar, 2,500 hectares of which, 1,000 are cultivated; «La Merced», of Pedro Nazar, 2,500 hectares of which 1,000 are cultivated; «Las Achiras de Arriba», of Norberto Anchorena, 5,000 hectares for breeding purposes; «La Luisa», of José M. Trilles, 2,500 hectares of which 900 are cultivated; «La Verdi», of Carlos Nemeyer, 2,500 hectares for breeding purposes; «La Providencia», of Adrián Burugeno, 1,250 hectares for breeding purposes; «Los Eucaliptos», of Carmen Amarillo, 1,250 hectares of which half is cultivated land; «Santa Elena», of Emeterio Amarillo, 1,250 hectares, half

cultivated; «Santa Narcisa», of the successors of Manuel S. Aguirre, 5,000 hectares of which 700 are cultivated; «La Costa», of Marcelino Amarillo, 1,250 hectares of cultivated land; and «Poronguitos», of Stegmann Bros., 2,500 hectares for breeding purposes.

The train then passes through Chas. Newton and Rosas which are agricultural and breeding centres, and then arrives at *Las Flores*, which we have mentioned in our former route.

The stations of *Plaza Montero*, *Martín Colman*, *Miranda*, *Chapaleofu*, which we find after *Las Flores*, are also agricultural and breeding stations. Then we arrive at Rauch, chief town of the district of the same name, and a rather important station. There are several hotels in Rauch: «Libertad», «Americano», «Amistad» and «La Paz»; a town band plays on Sundays; there are branch offices of the Provincial Bank, two doctors: Messrs. Aveleyra and Hernández; a weekly paper *El Imparcial*; a post and telegraph office.

Egaña, De la Canal, are two stations of little importance *Tandil* (329 km.) on the contrary is already a great centre. It is a town of about 15,000 souls chief town of one of the most important regions of the province of Buenos Aires. It was founded in 1822, at which time there was a fort on the frontier serving as a base in the campaigns against the Indians. The name of the town and the region comes from that of a cacique as it seems, who used to camp on the river side (which also bears the same name). The jesuit Falkaner who lived in the mountains of Tandil in the middle of the 18th. century, says that Tandil means in the language of the Indians of that region and time «elevated mountain». The town has a catholic church and chapel and two dissenting churches, a hospital (Ramón Santamarina) a library (Bernardino Rivadavia) of 1,500 volumes, open daily to the public; several newspapers: *El Eco del Tandil*, *El Municipio*, *La Comuna*, *El Clarín*; a post office, telegraph and a local telephone service; a band which plays on Thursdays and Sundays; a branch of the National Bank and one of the Provincial Bank and the Commercial Bank of Tandil; several hotels of which the principal are: the Hotel Roma, Hôtel Français, and numerous restaurants; the doctors are: Ricardo López, Gatti, J. C. Tuculete, A. Viton; Dr. A. Castilla is an established dentist.

We will only mention as agricultural and breeding establishments: «Bella Vista», of Mr. Santamarina; «La Merced», of Julio Peña; and «Los Bosques», to M. C. Figueroa, each covering 12,500 hectares of which 1,500 are cultivated, 200 horses, 1,200 cattle and 25,000 head of sheep each.

The region of Tandil is also important through its stone quarries.

In the neighbourhood of the town of Tandil there are some fine stone quarries: *La Puerta del Diablo* is formed by two monoliths of 15 to 20 metres; *El Peligro*, *La Sierra Jachal* and *Los Gauchos* are also formed by curious and enormous blocks. The waterfall of the mountain and the spring which receives its waters from the abrupt sierras of Bilbao ought also to be visited.

The two rocks *El Centinela* and *El Carancho* are very remarkable. The first can be seen at a distance of three leagues, it is situated on the edge of a precipice and has a base of one square metre. The second has a base of 5 metres and its form is that of a heart growing out of the ground, in connection with which several more or less tragic legends are circulated.

But of all these curiosities, the one which was considered the most remarkable, up to lately in the region of Tandil, and of the entire Argentine Republic, was the famous *Rocking-stone*. This stone, 4 metres high and 5 metres in diameter at its base, had the form of a paraboloid and oscillated under the force of the winds. It was the rendezvous of all tourists visiting the province and was known the world over. The inhabitants of Tandil were proud of it and local commerce made every year a nice profit out of this. On February 29th. 1912 it lost its balance and fell down without any apparent cause. There has been talk of a criminal action and it is possible that this is true. But as one can see by the photograph which represents it as it used to be before its fall, its base which was held it up, was rather small and the action of bad weather and other atmospheric causes must some day have made it lose its balance, and caused its fall.

After this catastrophe, which brought consternation into the entire region of Tandil, the question of putting the stone into its former position, was studied, but it was soon seen that this would be impossible. It is evident that it would have been impossible to find out the specific weight of each part of the stone, and consequently determine with mathematical accuracy the centre of gravity and conditions of the balance of the stone. The idea of a reconstruction of this real wonder of Nature has consequently been abandoned.

Gardey, *Vela* and *López* are agricultural and breeding centres. *Juárez*, chief town of the district of the same name, is a small flourishing town of about 5,000 inhabitants. It was founded in 1875.

Hotels.—«Argentino», «Eslava», «Americano», «El Sol», «El Central», «XX Septiembre», «Español».

Cabs.—Tariff \$ 0'50 in the interior of the town and \$ 2 per league in the country.

Banks.—Branches of the National Bank and the Provincial Bank.

Societies.—Club Social, and Spanish, Italian and cosmopolitan mutual aid associations.

Newspapers.—*El Nacional, El Independiente, El Hogar, El Fénix.*

Doctors.—T. Moreno, J. Muñoz, M. Catren, C. de Tominassi, J. Landa.

Hospital.—Adolfo Alsina.

Post office and provincial telegraph, telephone communication with Bahía Blanca.

Manufactures.—Two steam mills.

Agricultural and breeding establishments.—That of Messrs. G. Udaondo, 22,500 hectares; J. M. Fernández, 40,000 hectares; Martín Jacobo, 20,000 hectares; Alzaga Bros., 10,000 hectares; successors of Urioste, 7,500 hectares.

Up to *Tres Arroyos* we find the small stations of *Alzaga, Gonz, Chaves, Vázquez* and *Barrow*.

Tres Arroyos (510 km.) is a modern town lit with electricity, having a post office, telegraph and telephone for local service and communicating with Juárez and Bahía Blanca.

Mail Coach service: From *Tres Arroyos* to *Rincón*, leaves on Tuesdays, Thursdays and Saturdays; returns on Mondays, Wednesdays and Fridays; from *Tres Arroyos* to *El Cristiano* and *Santa Catalina Rossetti*, leaves every other day and returns the two following days; from *Tres Arroyos* to *Pringles* leaves on the 1, 6, 10, 14, 18, 23, and 27th., returns on the 3, 8, 12, 16, 20, 25, and 29th. of every month; from *Tres Arroyos* to *Paso del Medano*, leaves and returns every two days; from *Tres Arroyos* to *Puente del Quequen*, leaves on Tuesdays and Fridays, returns on Sundays and Thursdays; from *Tres Arroyos* to *La Alfalfa* (in connection with the mail coach service of *Pringles*), leaves on 1, 5, 9, 13, 17, 21, 25 and 29th., returns on 3, 7, 11, 15, 19, 23, 27 and 30th. of each month; from *Tres Arroyos* to *Medano*, leaves and returns every two days; from *Tres Arroyos* to *La Sortija*, leaves on 1, 4, 7, 10, 13, 16, 19, 22, 25, and 28th., returns on 2, 5, 8, 11, 14, 17, 20, 23, 26 and 29th. of each month; from *Tres Arroyos* to *Cristiano*, leaves *Tres Arroyos* and returns on the same days as the preceding one; from *Tres Arroyos* to *Santo Toribio*, leaves the 2, 5, 8, 11, 14, 17, 20, 23, 26, and 29th., returns on the 2, 6, 9, 12, 15, 18, 21, 24, 27, and 30th. of each month. The fares of these mail coach services are fixed by arrangement and vary according to the state of the route.

Agricultural and Breeding establishments.—*El Rincón*, belonging to *Horatio Anasagasti*, 7,000 hectares of which 1,500 are cultivated, 22,000 head of sheep 1,200 cattle, 800 horses; *Villa Carucha* of *Darío B. Anasagasti*, 7,000 hectares, of which 900 are cultivated, 12,000 head of sheep 1,000 cattle, 200 horses; another belonging to *Martín Etcheverría*, 2,500 hectares, 15,000 head of sheep and 1,000 cattle; *Manuel Iturralde*, 2,500 hectares of which 800 are cultivated, 6,000

head of sheep; Santa Elena belonging to Andrés Naveyra, 7,250 hectares of which 700 are cultivated, 2,500 head of sheep; La Juanita, to Mariano Unzué, 13,000 hectares of which 3,000 are cultivated, 20,000 head of sheep 1,000 cattle, 1,500 horses; one to Elena Santamarina, 4,500 hectares of which 700 are cultivated, 7,000 sheep, 200 cattle, 250 horses; San José, to María Santamarina, 13,000 hectares of which 2,500 are cultivated, 15,000 head of sheep 1,200 cattle, 1,750 horses; La Poponita, to Petrona Bourdenx and José Arias, 2,500 hectares of which 1,000 are cultivated, 5,000 sheep one to the successors of Anselmo Llanos, 3,200 hectares of which 1,500 are cultivated, 5,000 sheep; Dos Anas, to Elena Santamarina, 12,000 hectares of which 200 are cultivated, 11,000 sheep; 700 cattle and 300 horses; La Genovesa, to the successors of J. Ortiz, 5,000 hectares of which 700 are cultivated, 7,000 sheep; 800 horned cattle, 200 horses; La Alicia, to Bellocq Bros., 3,600 hectares of which 1,500 are cultivated, 5,000 sheep; one to María L. de Bellocq, 4,200 hectares of which 3,200 are cultivated, 5,000 sheep; 1,800 horses; one to Mendeburu and Carlos Pérez, 15,000 hectares of which 7,000 are cultivated, 18,000 heads of sheep 1,700 horned cattle and 200 horses; San Eduardo to Claudio Molina, 16,250 hectares, of which 1,000 are cultivated, 5,000 sheep; 7,000 horned cattle, and 300 horses.

Cascalares, Irene, Aparicio and *El Perdido* are small stations busy with agriculture and especially breeding.

Cabs.—Fare for direct trip \$ 1; by the hour \$ 1'20.

Hotels.—«Puchulú», «Français», «Amistad» «Comercio», «El Sol», «Germany»; tariff \$ 6 per day.

Musical band.—A band plays on the municipal square on Thursdays and Sundays.

Banks.—Commercial Bank; branch offices of the National and of the Provincial Bank, and of the Banco Español del Río de la Plata.

Doctors.—Drs. Gran, P. Tumon, M. Reyes, Hualde.

Dentist.—J. S. Olier.

Hospital.—Tres Arroyos.

Newspapers.—*La Voz del Pueblo, Buenos Aires, Justicia, La Reforma, Sarmiento* and *El Avisador*.

Dorrego (609 km.), is the chief town of the district of same name. The town has a branch office of the Provincial Bank, post and telegraph service and a telephone for local service. Three newspapers are published: *La Verdad, El Progreso* and *El Radical*.

Agricultural and breeding establishments.—«Tres de Febrero», belonging to Urquiza Bros., 15,000 hectares, 3,000 horned cattle, 16,000 sheep; «Las Cortaderas», to María A. de Chapar, 21,000 hectares, of which 11,000 are under wheat and oats, 15,000 horned cattle, 13,500 sheep; «La Sirena», to Ignacio Sánchez, 20,000 hectares of which 6,000 are cultivated with wheat and oats, 20,000 sheep and 16,000 horned cattle; «El Recreo», to Silviano Dufaur, 900 hectares grown with wheat and oats; «La Sirena», to R. Gastambide, 4,500 hectares, of which 2,000 are cultivated, 7,000 horned cattle and 8,000 sheep.

Near Dorrego is the lighthouse of «Recalada», built according to the plans of Luis Luiggi. Its height is 85 metres up to the platform and the lantern is 7·50 m. more. Light which is sent out in a SSE. direction can be seen at a distance of 54 miles. The guarding of the lighthouse is left in the hands of three men who live in a small house near the light-house which may be used as a shelter by the shipwrecked. This lighthouse is the most powerful in South America and one of the foremost in the whole world.

Near Calvo there is a very picturesque bridge called «Las Mostazas», then come *San Román*, *Bajo Hondo* and one arrives at Bahía Blanca which we know already.

III.—From Buenos Aires to Bahía Blanca.

(*Vía Pringles.*)

This line is the shortest. One leaves at 6.35 p. m. and arrives at Bahía Blanca at 9.25 a. m.

Up to now this is the line which has been the most expensive to build of all lines in the province of Buenos Aires, as it crosses the Sierra de la Ventana. The company has spent over 21 million francs, but the journey has been shortened by three hours.

We have described the route up to Olavarría (332 km.).

At Olavarria the train branches off towards the south and passes through the stations of *Santa Luisa*, *Duránona*, *Santa Elena*, *Voluntad* (which were constructed a few years ago and which are agricultural and breeding centres), and arrives at *Laprida* (419 km.).

This village has been rapidly growing and is the centre of a rich agricultural region; its commerce is important. It has several hotels, a branch of the National Bank, a social club, a newspaper *La Razón*, a mail coach service to Juárez (fare \$ 12 per head). The principal agricultural and breeding establishments are: *La Gloria*, belonging to Santa-maria and Son, covering 25,000 hectares; *Chillalauquen*, to A. A. Leloir, covering 27,500 hectares devoted to agriculture and breeding (20,000 sheep, 4,000 horned cattle, 1,200 horses).

Then come the stations of *Hermanas*, *Paraguil*, *Krabbe*, *Reserva*, and *Pringles* (490 km.). Coronel Pringles is a small town of about 5,000 inhabitants chief town of district of the same name and an important agricultural and breeding centre. During these last years agriculture has been making considerable progress, which has consequently been followed by an increase of value of land. The aspect of the town is an agreeable one and its laying out is modern.

Hotels.—«Imperial», «La Paz» and «Comercio»; tariff \$ 6 per person per day.

Banks.—Commercial del Azul and branch of the National Bank.

Newspapers.—*Pringles, La Razón.*

Miscellaneous.—Town Hospital, band playing on Sundays, post telegraph and telephone (local service and connection with Bahía Blanca; grain-mill, alimentary paste factory, electric light, etc.).

Stegman, Peralta, Sauce Grande and *Sierra de la Ventana* are small stations with some attractions.

At the station *Sierra de la Ventana* the *Sierra de la Ventana Estate* and Hotel Co. has built a magnificent hotel. This hotel is situated 22 km. from the station of *Sauce Grande* and is open from December to April. From Buenos Aires the return fare is \$ 30 per person.

The hotel can hold 200 guests, and possesses every imaginable comfort; a banquet hall, a grand promenade hall, golf, tennis, cricket, polo, mountain climbing, radium waters; it is one of the most agreeable summer resorts with a view of hilly landscapes, and a moderately healthy climate.

Tariffs are as follows:

Bedroom with one bed and full board \$ 14 per day.

Bedroom with one bed, full board and a private bathroom, \$ 18 per day.

Bedroom with two beds and full board for two persons, \$ 24 per day.

Bedroom with two beds and full board for two persons including private bath, \$ 26 per day.

Suite of 3 bedrooms, vestibule, bathroom and terrace, all on the front side of the hotel, price according to agreement.

Board and room for servants \$ 6 per day.

There are also special arrangements made for families for the season.

The management of the hotel is in the hands of Mme. de Sempé of the *Café de Paris* in Buenos Aires.

Sierras de la Ventana (The Window Mountains).—The most picturesque part and the largest and most fertile valleys extend along the river *Ventana*.

Leaving from the station of *Tornquist* one can reach the junction of the *Sauce Chico* and *Ventana* rivers, by following this latter up towards the east. Before reaching the *Molino*, where the valley becomes smaller, and near the ruins of an ancient fort, there is a very large valley, and very fertile too, growing still wider towards north, along the river *San Juan*, a tributary of the *Ventana*, and towards the south down to the *Naposta Grande* Mountains, where the rivers come from.

On the *Ventana* river an irrigation dam has been built for the lucerne fields and the *Sant Pablo* river flows into the *Ventana*. Following the *San Juan* River towards the north, one reaches a small hill where the *Barril* River comes from, which then first runs towards the north and takes afterwards a westerly course in order to join the *Sauce Chico*.

The *Sierra de la Ventana* Mountains are very picturesque: they can certainly not be compared with the Swiss mountains because of their want of lakes, but one can compare them with those of Saxony, or those around Wiesbaden, or the Rocky Mountains. The ascent of the *Righi* or the *Pilat*, which is made by funicular railways is less picturesque than the one of the *Sierra de la Ventana* peaks, as there the sky is mostly obstructed by fog, whilst

here the sky is always clear and the plains can be overlooked at great distances.

Vegetation and population only are wanting, but wheat fields can be seen on the sides of the hills, and rivers fall in cascades from the hills which are covered with willows and form a very agreeable landscape. A little higher up after San Pablo, the Ventana valley becomes smaller and one can see the famous Ventana (window) showing up against the sky forming a white background. The height of the Albra Peak is 470 metres, that of the Tornquist 285 and that of the Naposta Mountains 523.

To ascend the Ventana one can go by coach up to a point at a distance of 30 km. from Tornquist and from there go on walking, passing a hill between the road and the mountain. The way up is very long and difficult in its last part, as the mountain is steep at the side and one must have good practice in climbing. It is easier to get along on horseback through the Abra (pass) of the Ventana and follow the mountains up on one side in order to make the ascent from the North-West. In this manner one can get up 223 metres on the Ventana, naturally with some difficulties, as there is neither way nor path. From there it is very easy to continue on foot; this side of the mountain is covered with grass and it is rare to find the quartz exposed. The ascent lasts less than two hours from the source of the Sauce Grande, and one can even go back to Tornquist the same day. At Sierra de la Ventana there is an hotel of the same name, under the management of the Southern Railway, a luxurious and comfortable hotel which is one of the most important in the Republic.

After Sierra de la Ventana we only find the small stations of: *Estomba*, *Cabildo*, *Corti*, *Calderón*, then *Grünbein*, and finally *Bahía Blanca*.

IV.—From Buenos Aires to Bahía Blanca.

(*Vía Lobos, Junction, Bolívar and Saavedra.*)

This route which is not direct and which is the longest, can be used all the same by the traveller who wants to know one of the richest regions of the province of Buenos Aires.

The Southern Railway Co. issues no tickets for Bahía Blanca by this route, and one must divide the trip into two, the first part up to Saavedra and from there take the line from General La Madrid to Bahía Blanca.

We have already described the route up to Cañuelas; from there the train goes to Lobos, passing through the small station of *Uribelarrea*. Lobos is a junction of railway lines

from which different lines branch off which we shall mention later on. The town is the chief town of the district of the same name, which district is rapidly increasing its population owing to the fertile land. Agriculture is progressing daily and is taking slowly the place of breeding; the result is the division of land and its considerable increase of value.

Lobos is a small town having doing an important trade. It has some fine buildings and is well laid out. Its population numbers 24,000 inhabitants.

Hotels.—*Jardin* (tariff \$ 6 per day) and *Muñoz* (tariff \$ 5 per day).

Doctors.—Messrs. A. Hiriart, J. Diaz and A. Lombardo (children).

Societies.—Club Lobense, Italian, Spanish and French mutual aid associations.

Social Clubs.—Argentine Club. A fine building of majestic aspect. It has a hall for festivities, restaurant, bar, billiards. It is the centre of high society of Bahía Blanca.

Círculo de Armas.—Installed in a fine large building and has a fencing hall and gymnasium.

Italian Club.—In a hall of fine architecture and well fitted out. It is the centre of the Italian-Argentine society.

Spanish Mutual Aid Association.—It owns a large and elegant hall with a nice room for festivities where the members and their families meet regularly.

Italian Society «Unita».—Owns a very artistic hall and is the centre where a large part of the high society of the Italian colony meets.

Newspapers.—*El Conservador* (Saturdays), *La Crónica* (Sundays), and *Por la Patria* (Thursdays).

Miscellaneous.—Branch of the National Bank; town hospital and town library open daily (2,000 volumes); post, telegraph and telephone (connection with Buenos Aires).

Agricultural and breeding establishments.—*La Catalina*, belonging to Antonio Batilana, 3,000 hectares of which 1,000 grow wheat and 1,000 oats; *San Juan*, to B. Jagliaro, 1,200 hectares of which 600 grow wheat and 400 oats; *La Florida*, to M. Cassett, 1,500 hectares, 1,000 horned cattle, 3,000 sheep; *La Morada*, to E. N. Moore, 7,000 hectares, 3,000 horned cattle and 7,000 sheep.

Manufactures.—Corn-mills San Salvador and El Galileo; patent food factory of Agustín Arata; soap factory of Fernando Nicolini; tannery of Gaddi and Co.

The stations of *Carboni*, *Elvira*, *Ernestina*, *Pedernales*, *Norberto de la Riestra*, *Martin Berraondo*, centralise the agricultural and breeding products of this region.

25 de Mayo is one of the most important towns in the province of Buenos Aires, as well for its population, 37,000 inhabitants, as for its commerce. Rozas founded the town in 1846 on the lake Mulitas, during the war with the Indians.

Mail coach service.—*La Constante* goes from 25 de Mayo to Bragado; \$ 5 per person.

Hotels.—*Galileo* (\$ 5 per day), *España*, *Hispano-Argentino* (\$ 4 per day).

Banks.—Branches of the National Bank, Provincial Bank, Italian Bank, and Rio de la Plata Bank.

Clubs.—Social, Olimpo and Progreso.

Library.—El Popular, 1,000 volumes; El Público, 1,500 volumes, and El Olimpo, 800 volumes; these libraries are open daily to the public.

Newspapers.—*El Imparcial*, *El Heraldto* and *Figaro Satirico*.

Miscellaneous.—Hospital, post, telegraph and local telephone, water and sewerage, industrial school, etc.

Doctors.—Drs. Francisco Destefano, Enrique Herráiz, Silvestre Aráoz de Lamadrid, Enrique Artussi.

Factories.—Furniture-factory of John Rossi, soap-factory of Juan Vacaro, Carriage-factory of *La Primavera*.

Agricultural and breeding establishments.—*Huetel*, belonging to Concepción U. de Casares, 65,000 hectares, of which 2,500 is cultivated land, 2,000 horses, 15,000 horned cattle, 10,000 sheep; *Santa Clara*, of Félix G. de Alzaga, 40,000 hectares of which 3,000 are cultivated, 1,000 horses, 1,500 horned cattle and 10,000 sheep; *El Socorro*, of Mercedes B. de Unzué, 35,000 hectares cultivated land; *Brítos*, of Dr. Enrique A. Keen, 10,000 hectares of cultivated land.

Not far from 25 de Mayo, in the establishment *Huetel*, there is the *Campo la Verde*, where a fight took place in 1874; the churchyard still exists with the tombs of the soldiers killed in this battle.

Up to Bolívar we find the stations of *Islas*, *Valdés*, *Mosconi*, *Huetel*, *Del Valle*, *Hale* and *Unzué*, agricultural centres devoted to grain growing and fruit trees, and also to breeding.

Bolívar (330 km.), is the chief town of the district of the same name. The town was founded in 1887 under the name of San Carlos de Bolívar. It is already an important town of some 24,000 inhabitants.

Mail coach service.—Four leaving *Bolívar*, *Bella Vista*, *Carlos Casares*, *General Alvear*, and *Handerson*.

Hotels.—*Paris Hotel*, *Vizcaino*, and *Comercio*, tariff according to arrangement.

Banks.—Branch of the National Bank, Provincial Bank and Popular Spanish Bank.

Newspapers.—*La Defensa*, *La Ley*, *Fígaro*, *La Justicia*, *Libre Examen*, *La Crónica*, *El Ruido*, *Helios* (magazine).

Doctors.—Solís Rogelio, Fabio García, J. Sales, Carlos Doroqui, J. Monteverde.

Miscellaneous.—Bolívar Hospital, band, Spanish Theatre, Library United Friends, post, telegraph and telephone (*La Bahiense*); Club United Friends (foot-ball); Association Italia Unita, *Fior di Maggio*, and Spanish Mutual Aid Association.

Factories.—Corn-mill and patent food factory Lautre; cheese factory *Boscobel* of Otero Eduardo and Co.

Agricultural and breeding establishments.—*La Carmelita*, of Herrera Vega, 35,000 hectares, 14,000 horned cattle, 17,000 sheep, 80 horses; *La Florida*, of Alfredo Peña, 17,500 hectares, 5,000 horned cattle, 12,000 sheep and 1,000 horses; *Miramar*, of Mariano Urrutia, 10,000 hectares, 600 horned cattle, 2,000 sheep, 150 horses; *El Cardón*, of the Bros. Conesa, 7,500 hectares, 3,000 cows, 7,000 sheep, 250 horses; *Bella Vista*, of Meaca Modesta, 5,000 hectares, 2,000 cows, 5,000 sheep, 300 horses; *San Juan*, of J. Nelson, 20,000 hectares, 7,000 cows, 10,000 sheep, 1,500 horses. These establishments have rented 40,000 hectares for corn growing.

J. F. Ibarra, *Torrecita* and *Pirovano* are small stations also devoted to agriculture and breeding.

Daireaux (402 km.) is an important centre.

Hotels.—Universal, *La Vizcaina*.

Doctor.—Manuel Arigós.

Newspaper.—*El Eco de Caseros*.

Mutual aid associations.—One French, an Italian and a Spanish one.

Post, telegraph and telephone (*La Bahiense*).

Agricultural and breeding establishments.—*Diez Lagunas*, of *Daireaux* and *Molina*, 10,000 hectares, 3,000 cows, 4,500 sheep, 500 horses, 600 pigs;

Los Dos Marius, de J. Laurens, 8,750 hectares, 7,000 cows, 6,000 sheep, 300 horses; *Vichadero*, of Guillermo Walker, 7,500 hectares, 5,000 cows, 6,000 sheep, 300 horses, 200 pigs; *San Martin*, of Bernardo Duhau, 10,000 hectares, 4,000 cows, 8,000 sheep 200 horses; *La Linda*, of José and Félix Soage, 5,000 hectares, 1,000 cows, 4,000 sheep, 150 horses; *Las Naranjas*, of A. J. Pérez, 7,500 hectares, 2,500 cows, 3,000 sheep, 480 horses; *Estancia Urioste Bros.*, 5,000 hectares, 1,000 cows, 2,000 sheep; 1,000 pigs; *Estancia Ana Candelaria*, of Duhau, 7,500 hectares, 5,000 cows, 2,000 sheep, 500 horses, 700 pigs; agriculture covers about 40,000 hectares of grain culture.

La Larga, near which the estancia of the same name is situated, and which is owned by General Julio Roca (57,500 hectares), 44,000 cows, 28,000 sheep, 1,000 horses).

Manuela, Bonifacio, Alamos, and *Guamini*. Near Bonifacio is the lake Alsina, of about 12,500 hectares, where the pejerrey, is fished.

Guamini (12,000 inhabitants) is the chief town of the district; the city possesses several hotels: La Unión, La Aragonesa, La Valenciana, Hotel España, Hotel Italia, etc., a branch of the Provincial Bank, one of the Spanish Bank, a newspaper, *El Rivadavia*, several clubs and mutual aid associations; a telegraph post and telephone office; a hospital; a corn mill, and numerous agricultural and breeding establishments in the neighbourhood.

Passing then Arroyo Venado, one arrives at Carhué (315 km.) an important junction of railroads where the lines of the Southern, Western and Midland join. We will speak of these lines later on.

Carhué, in the Indian language means: village which had a fort formerly. This town was founded by General Lavalle on the right side of the river Pigüé, which falls into Lake Epequen. In 1895 Carhué counted 1,422 inhabitants but has developed considerably since. To-day it is an important commercial town as well as the centre of a very prosperous agricultural region.

Mail coach service.—From Carhué to Rivera, \$ 5; from Carhué to Maza \$ 8; Hotel Americano, \$ 4·50 per day.

Doctors.—Drs. Ramón Razguin, Emilio V. Cabello.

Banks.—Branch offices of the Provincial Bank and of the Spanish Bank.

Miscellaneous.—Hospital; newspaper *La Reforma*; Club Carhué; Italian, and Spanish mutual aid associations; post, telegraph and telephone.

Agricultural and breeding establishments.—*La Concepción*, of Félix de Alzaga, 1,500,000 hectares, 30,000 horned cattle.

After having passed the small station of Erizé, we arrive at Puán (567 km. chief town of the district of the same name).

Hotels.—Del Pueblo (\$ 4 per day), La Vascongada, El Porvenir, De France (\$ 3·50 per day).

Doctors.—Drs. Manuel Cisterna, Teodoro Gandía.

Miscellaneous.—A municipal band, a hospital (Marcelino Ugarte); a newspaper *La Verdad*; a foot-ball club; a society entertainment association; an Italian and a Spanish mutual aid association; a post office, telegraph, telephone service with Bahía Blanca and surrounding villages.

Agricultural establishments.—*La Inca*, *Estancia Letamendi*, etc., breeding sheep, horned cattle, and cultivating grain and lucerne.

Curiosities.—*El Paredón de Alsina*, which exists since the times of the conquest of the desert. The lake and river *Río Bamba*, 10 cuadras from the village, in the middle of which there is a very picturesque island full of mountains.

Alta Vista, from which point a line branches off towards Darragueira, passing through Víboras, Azopardo and Tres Cuervos, small agricultural and breeding centres.

After *Alta Vista* comes *Goyena* and finally *Saavedra*, where we arrive at 11·25 a. m., and where we have to take the train coming from General La Madrid and which leaves *Saavedra* at 11·50 a. m. in order to reach Bahía Blanca at 2·30 p. m.

III

From Bahía Blanca to Toay.

(*Pacific Railway.*)

The immense development of grain culture and especially of wheat and oats, in the south of the province of Buenos Aires and in the Pampa territory, has made Bahía Blanca the foremost export port for corn. Besides the lines of the Southern Railway which carry the products of the south of the Buenos Aires province towards this port, the Pacific possesses two lines which, extending outside this province, keep within the territory of the Pampa; these lines are the one from Bahía Blanca to Toay and the one from Bahía Blanca to Justo Daract.

In order to travel from Bahía Blanca to Toay, one can take the trains which, leave on Tuesdays, Thursdays and Saturdays at 6·30 a. m. and arrive at Toay at 5·15 p. m. or the one leaving on Friday at 10·10 in the morning in order to arrive at 10·15 in the evening. Return trains leave Toay on Wednesdays, Fridays and Sundays at 12·50 p. m. and arrive at Bahía Blanca at 10·45 in the evening and on Saturday a train leaves Toay at 6·20 in the morning arriving at Bahía Blanca at 5·40 p. m.

All these trains have a dining-car.

The train passes through a country which at first is dry and arid and where cultivation does not produce anything like the results obtained in the north of the Buenos Aires Province, but the corn produced here is some of the finest in the world. The stations we pass are Bordeu, Villa Olga, Venancio, Nueva Roma, Berraondo, San Germán where the estancia San Ramón is situated which is owned by M. Ramón López Lecube, famous for his pure breeds. Then we find Rondeau and Villa Iris and we enter the real agricultural

region which starts at the border of the Buenos Aires Province and the territory of the Pampa. At San Arauz station we are in this territory and then we find Villa Alba and the important centre of Bernasconi which is surrounded by large and rich farms. A mail coach goes to San Miguel and another to Cuchillo.

The other stations as far as General Acha are *Abramo*, *Hucal*, *Perú*, *Epupel*, *Unanue* and *Gamay*.

General Acha is a small town founded in 1882, by Colonel Manuel Campos. It is situated on the site of the old fort Adolfo Alsina. The town would be very nice if its edifices were finished, but it is probable that one will have to wait some time for that. The main square is that of General Belgrano in the centre of which there is a pyramid with a statue on top of it, representing Liberty. This pyramid was erected in 1882. Acha was formerly the capital of the Pampa.

The neighbourhood of General Acha is not very fertile, as it is mainly composed of sandy soil.

After General Acha we find the stations of *Utracán*, *Quehué*, *Naico*, *Cachirulo*, and then reach *Toay*, of which we have spoken elsewhere.

These stations are centres of corn culture which are rapidly developing. Besides that the woods of the neighbourhood are also a source of wealth not to be despised.

IV

From Bahía Blanca to Justo Daract.

This line has been built recently, but its traffic is very considerable all the same. It serves not only for corn transport, in a very fertile country, but it is also the route by which wine is transported from San Rafael and Mendoza.

On this line the stations which are situated at the junctions of the lines coming from Buenos Aires have been getting a certain importance and have been rapidly increasing. We shall speak about them in the course of describing these lines. Concerning the others, the little time since their foundation has not permitted them to increase much; they are mostly small agricultural and breeding centres with some commercial firms and some public buildings.

Up to Nueva Roma, we are following the same line as formerly. Then we pass *Chasico*, *Pelicura*, and *López Lecube* from which point a branch leads to *Villa Iris*. The following stations are: *Felipe Solá*, *Sáenz*, *Bordenave*, and *Darragueira*, a town which we describe in another chapter, *Gorriti*, *Gazcón*, *Huergo* and *Rivera* also on the branch to *Salliquelo*.

and *Doblas*; *Arano*, *Thames* and *Maza* on the branch of Tres Lomas to Maza, F. Murature, Iwanowsky and Catriló, on the line from Buenos Aires to Toay; *Relmo*, *Miguel Cané*, *Quemu-Quemu*, *Trili*, *Dorila* and *Pico* on the line from Buenos Aires to Telen; *Speluzzi*, *Vértiz*, *Chanalao*, *Falucho* and *Realicó*, on the line from Buenos Aires to Vagual; *Watt* and *Huineá Renancó* on the line from Buenos Aires to San Rafael; *Nazca*, *Cañada Verde*, *Larsen*, *V. Moderna*, *Pegasano*, *Lecueder* and *Villa Valeria* where the branch coming from *Laboulaye*, *El Pampero*, *Mod. Bizarro*, *El Mangrullo* and *Justo Daract*, ends.

At *Justo Daract* the line joins the one coming from Buenos Aires to Mendoza, and the trains connect with those of this line.

V

From Buenos Aires to General La Madrid and Pringles.

The train leaves from Constitution Station at 7·20 in the morning. We know the route up to Lobos where we arrive at 9·25 a. m. The train leaves Lobos at 9·40 and passes through *Salvador María* to *Roque Pérez*.

Hotels.—*Espolosín*, *Matiolo*; tariff \$ 3·50 per day.

Doctors.—*Drs. Balba* and *Rottjer*.

Banks.—Branches of the National Bank and of the Commercial Bank of Argentina.

Miscellaneous.—Hospital Pérez; newspaper *El Pueblo*; post and telegraph.

Farms.—*Blaquier*, 7,500 hectares of which 1,800 grown with oats and flax; *Dr. Pérez*, 8,125 hectares of which 2,500 oats, 2,000 sheep; *Coltrinari*, 1,700 hectares of wheat, oats and flax culture.

Passing through corn fields and prairies where immense flocks of horned cattle and sheep are feeding, we pass the stations of *Del Carril* and *Cazón*, and arrive then at the nice little town of *Saladillo*.

Saladillo has a nice square and wide streets lit with electricity.

Hotels.—*Otamendi* and *Listoc*; tariff \$ 3·50 per day.

Doctors.—*Emparanza*, *Oneto*, *Robles*, *Dougall*, *Laborde*.

Banks.—Branch offices of the National Bank and of the Provincial Bank.

Mutual Aid Associations.—The Mutual Italian, French and Spanish Associations.

Newspapers.—*El Orden* and *El Argentino*.

Miscellaneous.—A band plays on Thursdays and Sundays; municipal hospital, post, telegraph and local telephone.

Agricultural and Breeding Establishments.—*Santa Paula*, of *Bruno Selagui*, 7,500 hectares of which 4,400 hectares are cultivated, 2,500 cows, 3,000 sheep, 500 horses; *Maria Elena*, of *Dr. M. Arana*, 2,500 hectares, 3,000 cultivated, 1,000 cows, 5,000 sheep, 250 horses; *Cabaña San Blas*,

of Giménez Paz, 3,750 hectares, 1,300 cultivated, 2,000 cows, 1,500 sheep and 350 horses; *San Pedro*, of S. Roca, 3,750 hectares, 1,300 hectares of agriculture, 1,500 cows, 2,000 sheep, 500 horses; *Santa Isabel*, of Enrique Sojo, 3,750 hectares of which 1,300 are cultivated, 3,000 cows, 300 horses, *Maria Antonicia*, of S. Toledo, 22,500 hectares of which 7,800 are cultivated, 3,000 cows, 20,000 sheep, 3,000 horses.

We pass then through *Barrancosa*, at J. M. Micheo and finally arrive at *General Alvear*.

General Alvear is situated on the right side of the *Río de las Flores*; a line branches off there, passing through the small stations of *Yeras*, *Tapalque*, *Altona* and *Crotto*, and leads to *Olavarria*. If one leaves at 7·20 a.m. from Constitution, one arrives at 1·12 at *General Alvear*; one leaves again at 1·25 p.m. in order to arrive at *Olavarria* at 5·40 in the evening.

Mail Coach Service.—A line exists to *Bolívar* (\$ 8 per person).

Hotels.—*Dos de Mayo*, *Hispano Argentino*, *Las Cuatro Naciones*, tariffs by arrangement.

Doctors.—*Urbano* and *Altala*.

Miscellaneous.—Municipal band, Club *El Progreso*, newspaper *El Progreso*, post and telegraph office.

Agricultural and Breeding Establishments.—*San Salvador del Valle*, of José Olazo, 10,500 hectares, 500 cultivated, 150 horses, 9,000 cows, 1,500 sheep; *Chaplan*, of Urquiza, 7,500 hectares, 2,500 cultivated, 500 horses, 4,000 cows, 25,000 sheep; *La Parva*, of Enrique Match, 10,000 hectares 500 cultivated, 200 horses, 6,000 cows, 30,000 sheep; *La Josefina*, 10,000 hectares, 50 horses, 7,000 cows, 2,000 sheep; *San Juan*, of J. C. Giribone, 10,000 hectares, 3,000 cultivated, 200 horses, 5,000 cows, 10,000 sheep; *Santa Rosa*, 7,500 hectares, 100 horses, 800 cows, 3,000 sheep; *La Paloma*, of Ortiz Bros., 7,500 hectares, 500 hectares of cultivated land, 500 horses, 7,000 cows and 12,000 sheep; *La Francia*, of Crotto Bros., 20,000 hectares, 500 cultivated, 500 horses, 30,000 cows; *San Vicente*, of C. Casal, 5,000 hectares, 500 hectares cultivated, 300 horses, 1,000 cows, 15,000 sheep.

Up to *General La Madrid* the train passes an agricultural and breeding region, stopping at the stations *Emma*, *San Bernardo*, *Espigas*, *Blancagrande*, *Recalde*, *Iturregui*, *Quileo*, and at 8·15 p.m. it enters the station of *General La Madrid*.

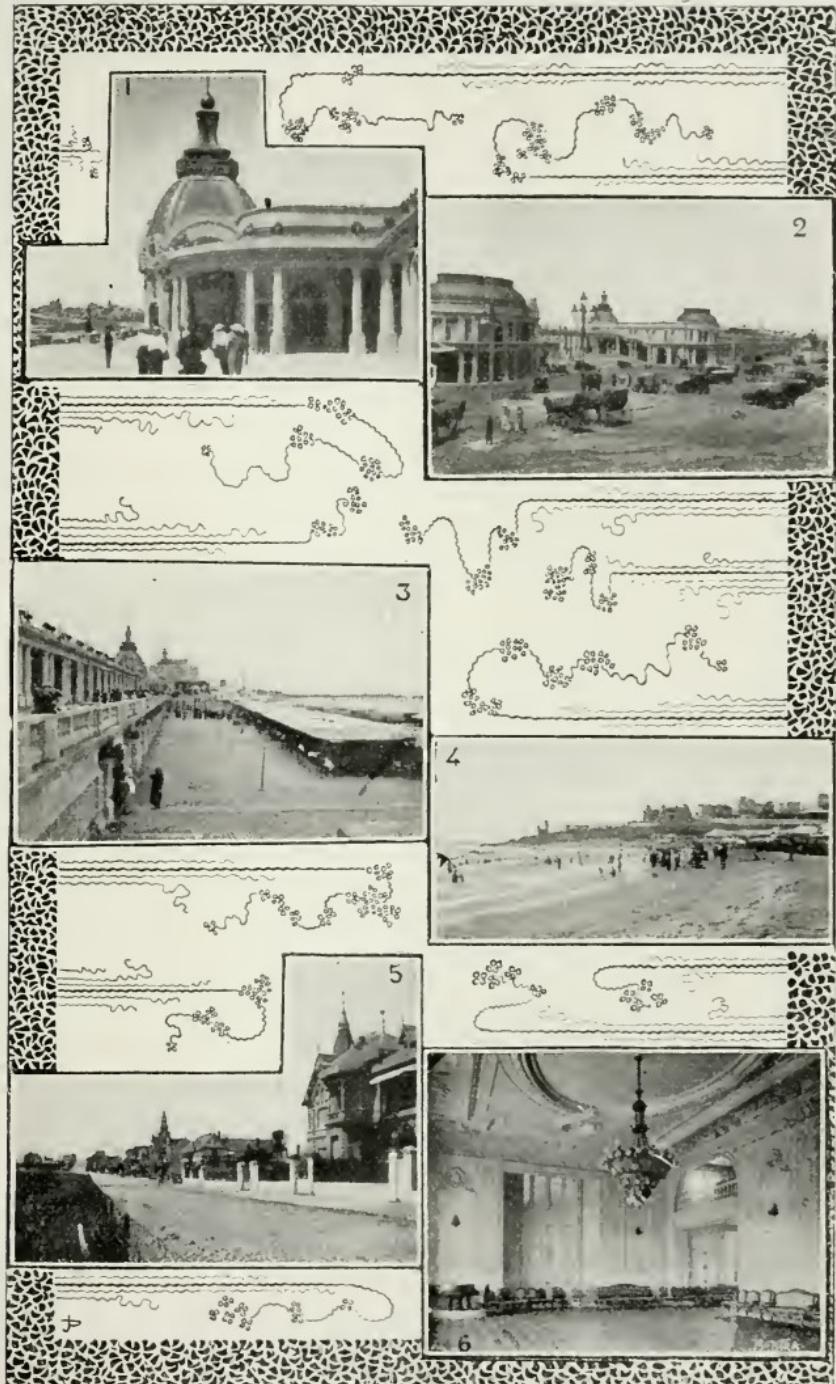
From General La Madrid to Pringles.

Leaving at 8·30 a.m., from *General La Madrid*, the train reaches *Pringles* at 11·58 a.m. passing through the small stations of *Lastra*, *Libano*, and *Pontaut*.

VI

From Buenos Aires to Mar del Plata.

During the summer season the Southern Railway Co. organizes a train service for Mar del Plata in the following manner:



Mar del Plata.—1. Rambla.—2. Entrance to the Rambla.—3. The Esplanade of the Rambla.—4. Seashore.—5. Maritime Walk.—6. Banqueting Hall of Social Club.

Departures from Constitution Station: 7·10, 2·45 p.m., 8·30 p.m., and 10 p.m.; arrivals at Mar del Plata: 4 p.m., 9·22 p.m., 6·27 a.m., and 7·17 a.m. respectively; arrivals at Mar del Plata South: 9·15 p.m. and 7·30 a.m. The train of 2·45 (day service) leaves on Tuesdays, Thursdays and Saturdays. The 10 p.m. night train leaves daily except on Sundays. The ordinary trains of 7·10 a.m. and 8·30 p.m. leave every day.

Departures from Mar del Plata South: 2·10 and 10·10 p.m.; 8·40 a.m. 2·25 p.m., 8·45 and 10·30 p.m. Arrivals at Constitution Station: 6·20 and 9 p.m., and 7·5 and 7·35 a.m.

The 2·10 p.m., day express, leaves on Mondays, Wednesdays and Fridays. The 10·10 p.m., leaves every day except Saturdays, and the ordinary trains of 8 a.m. and 8·45 p.m. leave every day.

All these trains, and more still the special trains, have sleeping and dining-cars and are fitted with every desirable comfort.

It is well to reserve berths and seats in advance, to make sure of having them when the train leaves.

Berths in the night trains and seats in the other trains can be reserved at the inquiry office of the Southern Railway (Cangallo 556), at Constitution Station, or at the National Transport Co., (Expreso Villalonga), Calle Balcarce 256 (telephone 4975 to 4977, Unión Telefónica, Avenida), or at Express A B C, Calle Lavalle 456 (tel. 3849), Avenida, Unión Tel.; at the Express La Confianza, Calle Sarmiento 315, (Telephone Unión Tel. 955, Avenida), or at the Express Rapidez, Calle Bartolomé Mitre 1848 (Union Tel. 401, Libertad), at the agency of Thos, Cook and Son, Florida Street 740 where berths can be reserved.

The Southern Railway Co. hands the travellers, besides the tickets, which are obtained from their Inquiry Office, a special baggage-check, which makes the giving up of the tickets unnecessary (as was done formerly) to the express companies like Villalonga or La Confianza which undertake to fetch the baggage at the traveller's residence.

By paying for 3 seats and 4 berths, one has a right to a compartment of 4 berths, and by paying for 1 $\frac{1}{2}$ seats and 2 berths, a right to 2 berths. The tickets with berth for Mar del Plata, available from December to April, in the night trains, are return-tickets. In the night-trains, the price of a return-ticket is \$ 30; in the Pullman it is \$ 25 and \$ 7, in addition.

The meal, as well in the night as in the day-trains costs \$ 2 per person without wine. The traveller has a right to 50 kg. free luggage. Attendants expect tips. Up to Maipú we have described the route. At this station the train leaves

the Tandil line in order to reach the coast. Up to Mar del Plata there is no important centre. The station of *Armas*, *Pirán*, *Vidal*, *Vivorata*, *Cobo*, and *Camet*, which one finds on this route, are colonisation centres devoted to agriculture and breeding.

Mar del Plata (399 km.), the queen of seaside resorts of Argentina and South America, can be compared with Newport in the United States of North America. It is situated in the south of the province of Buenos Aires, on the Atlantic Ocean, $32^{\circ} 2'$ latitude South, and $57^{\circ} 39'$ longitude West of the meridian of Greenwich. It is an important and progressive town which possesses all perfections of modern cities, having about 25,000 inhabitants. It has large avenues, splendid squares, electric light, splendid hotels and casinos, etc. The town is composed of two parts: the centre is the commercial part like in all other Argentine towns, the other part, on the sea shores, is the portion preferred by the bathers. This latter is mostly composed of cottages surrounded by gardens and villas with nice parks, and is the residence for the summer season of the families of high society in Buenos Aires. Although the climate is not always mild and uniform, the town being exposed to sudden changes of temperature, which render the stay sometimes disagreeable, it has all the same an splendid reputation in the entire country and the reason is because it has been built with a view to perfect comfort and distractions for all those who visit it.

History: Up to 1879 the district of General Pueyrredón to which Mar del Plata belongs, formed part of that of Balcarce. The actual town did not exist; there was but a small school, a mill which never worked and the chapel of Saint Cecilia. In 1879 M. Patricio Peralta Ramos asked for and obtained the permission to build Mar del Plata, the plans of which we owe to the engineer Charles de Chapeaurouge. This initiative of M. Peralta Ramos was much helped by M. Pierre Luro, who, having bought half of the ground which is covered to-day by the actual town founded the centre from which it has sprung. This work he carried out with perseverance, energy and intelligence together with his sons Jacques and Joseph, M. Jules P. Celesia, and later M. Ernest Tornquist. Since 1910 the Social Club, under the presidency of Mr. Adolphe Dávile, has given a great impulse to progress in the town. M. Pierre Luro built a brick-kiln, opened stone quarries in the hill by the church, at the sea side, built depots, the quay of wood which is used for maritime purposes, a mill, the Hotel del Progreso, and several portions of the actual Grand Hotel. This is the start of Mar del Plata.

Hotels.—Bristol Hotel, very select, with casino, theatre, reading rooms, billiard-rooms, concerts on the seaside (\$ 16 per day).—Grand Hotel, less

luxurious but nevertheless very comfortable, facing the above (tariff by arrangement).—Royal Hotel (tariff by arrangement.)—Victoria Hotel.—Comfortable Hotel (id.).—Hotel Universal (\$ 12 per day).

Restaurants.—España, Palermo, Anglais.

The *Social Club*, situated on the Rambla, possesses a very fine restaurant for its members.

Pensions and boarding-houses.—During these last years a great many pensions have been opened and several of them offer all kinds of comfort to the traveller at lower prices than in the hotels. The most important are:

Pension de Famille, corner of Calle 25 de Mayo and Calle Córdoba; *Pension Robillard*, Calle Rivadavia, between Calle Santa Fe and Calle Entre Ríos; *Pension Crivelli*, Calle Santiago del Estero 1951; *Royal Pension*, Calle San Juan, between Calles 25 de Mayo and 9 de Julio; *Maison de Pension*, Calle Rivadavia, corner of Calle Santiago del Estero; *Maison de Pension*, between Calles San Luis and Mitre; *Pension Renée*, corner Calles Rivadavia and Corrientes; *Pension Barnils*, Calle Belgrano 2662. In these pensions the price varies between 5 and 8 pesos per day per person, five o'clock tea no included, and no wine. This is the tariff for travellers occupying one room. As this is very difficult and generally the rooms contain two beds, the traveller will have to pay from \$ 12 to 16 per day for a room if he wants to be alone.

Social Club.—The main and most elegant meeting place of Mar del Plata Society is the *Social Club*, installed in a most splendid and comfortable building of its own in Avenida Pedro Luro very near the sea.

This club is managed by a limited company of 3 million pesos, paper. In its rooms only members and their families are allowed, as well as those who obtain a temporary entrance by paying a fee. This great social centre offers all kinds of comfort and distractions to its members and to those admitted temporarily:

1. A good restaurant service;
2. Gambling rooms;
3. On Tuesdays, Thursdays and Saturdays, from 5 to 7 at night, great concerts by an orchestra under the direction of professor Ernest Drangosch;
4. Every day at tea time, an excellent orchestra;
5. Special bath rooms for ladies and gentlemen with sea water, fresh, water, cold or warm;
6. A large swimming pool with a professor; for children and adults;
7. Fencing lessons every day from 10 to 11 a. m. by professor Rossi;
8. Every day from 8 to 10 a. m. gymnastic lessons for the children of members;
9. Every day from 3 to 4 p. m. shooting practice with Mauser rifles;
10. Every evening from 9 to 11 cinematograph with excellent orchestra;
11. A rich library with the principal national and foreign papers and magazines;
12. On the terrace of the building an equatorial telescope for observing the Southern sky.
13. A hair dressing saloon, also for massage and facial treatment;
14. Very diligent, polite and respectful attendance.

During Carnival time the Club offers two fancy dress balls to the young ladies which are notable for their elegance and the good taste in costumes. It is also a great element of progress for the town because it has started the building of the new Rambla out of its own resources and credit, and has paid out of its own funds for the paving of the streets and avenues, as well as numerous other works which contribute to the development of the town.

The Club is open from the 1st. of December to the 1st. of April.

Only the shareholders and the subscribers for season tickets of \$ 50 are admitted into the salons. The shares are not quoted as the club does not pay any dividends. Those of the last issue of a nominal value of \$ 1,000 were sold with a \$ 500 premium.

Promenades.—The South Esplanade is a nice avenue of 30 metres wide, with very convenient sidewalks, lit with electricity and cemented. It starts at the look-out at Punta Piedras and finishes at the Golf Club links, having a length of 4 km. From the Esplanade one has asplendid view of the Ocean, and it is the favorite rendez-vous bathers the Northern Es-

planade is a fine as the other; it starts at the shore near the Social Club, and finishes at that of La Perla.

Belvedere of Punta Piedras.—Owing to the generous initiative of M. Ernest Tornquist, who was in his time one of the great factors of progress of Mar del Plata, the magnificent park of the Promenade General Paz has been prolonged up to *Punta Piedras* (Stony Point) where a look-out has been built. This gallery is a very agreeable excursion point.

Lighthouse.—Near Mar del Plata, at the point known as *Punta Mogotes*, there is a first class lighthouse, with flashes every minute followed by total eclipses. This light is visible at a distance of 22 sea miles from the bridge of a vessel. From the masts the light can be seen at a distance of 20 to 30 miles. The lighthouse is built on a hill 26 metres above the sea and 250 metres from the shore. The tower is of a circular form, measures 30 metres in height having a diameter of 9 metres at the base and 3'50 at the upper part. It is entirely built of steel and has a base 2'40 metres high formed by stone blocks measuring 40 to 60 centimetres. In the interior a spiral staircase turns round a central tube in which a lift circulates in order to transport the necessary objects for the lantern. The ground-floor is composed of a vestibule and 4 rooms for the attendants; above the same there is a floor used as a depot for small objects. Above the lantern there is the room of the night guard.

A visit to this lighthouse is free of charge, and is one of the obligatory promenades of Mar del Plata; the price of the fare by cab is 10 pesos.

Ravine de la Lobería.—This ravine is formed by steep rocks from the top of which one can see, at a distance of 40 metres below, flocks of seals and sea lions of the size of a young bullock. These animals having been very extensively hunted, their number has considerably diminished and though one can see still nowadays a respectable number, the flocks do not amount to 400 like in old times.

Works of the new Port.—Near the lighthouse there is the spot where the works have been started for the construction of the Mar del Plata harbour for boats of great tonnage. The budget of these works has been estimated at 9 million pesos, gold, (£ 1,800,000). The construction of this port will permit the boats bound for the Pacific to gain 14 hours permitting them to put in here instead of in Montevideo.

Maritime Asylum.—At a distance of 5 km. from Mar del Plata, towards La Perla beach, an asylum for weak children was opened during the season 1911-1912. It owes its origin to Mmes. Angela Inzué de Alvear and Concepción Unzué de Casares. It can hold 300 children and is patronised by the Buenos Aires Benevolent Society.

Pigeon-Shooting.—Not far from the hotels there is a pigeon shooting stand of very modern style frequented during the season by a numerous and select company.

Churches.—*Chapel Saint Cecilia*, belonging to the family Peralta Ramos, built to the north of the town, on the most elevated part of the hill. *San Pedro*, on the Plaza América, magnificent building in the Gothic style, after the plans of Pierre Benoit. *Stella Maris*, built on the hill side of the Maritime Boulevard, by public subscription and patronized by the elegant and rich population of the bathing resort.

Tramways.—There is a steam tram line connecting the two stations of the Southern Railway passing through the Pedro Luro Avenue, Calle Saint Martin and others. (Fare, \$ 0'15).

Banks.—Branch offices of the Banco de la Nación, de la Provincia and Español.

Doctors.—Drs. Alio, Galarce, Botana, Jara, Bellatti, Constantino.

Dentists.—Alio, Patrone.

Hospital.—Mar del Plata; town Library open daily.

Newspapers.—*La Capital*, *El Progreso*, *La Opinión*. During the season the principal Buenos Aires papers post the latest telegrams of all the world round up at their offices.

Post office, provincial and national telegraph; telephone, connecting Mar del Plata with Balcarce, Miramar, Buenos Aires and others.

Garage and carriage sheds.—“La Porteña”, Avenue Pedro Luro 2337.—Carriages and automobiles on hire, modern carriages, riding-horses for promenades.

Charges: for stabling and attendance to 2 horses and storage of carriage \$ 200 per month; automobile garage and cleaning \$ 100.

Commercial firms.—On the Rambla the following commercial firms have installed themselves: *Aux Grandes Marques*, French sweets; No. 136; *Maison Rodie*, modiste and dressmaker, No. 50; *H. Upman*, Havana cigars, No. 134; *J. Verde & Pipage*, corals and cameos, No. 47; *Nandor Rusznask* painting-shop, No. 49; *Domingo Vitale*, ladies hair dresser, No. 135; *Trotta* and *Carabella*, hair dresser and perfumery, Rambla Vieja; *Maison Simon*, lace and millinery, Rambla Vieja; *La Argentina*, glove-manufacturers, Rambla Vieja; *Maison J. Laborde*, furs, No. 132; *Maison Pacault*, lace and furs, No. 140; *Grimaldi Emage*, *Subirana & Co.*, opticians and photographers, No. 149; *Bernar Sœurs*, No. 116; *A. P. Gadan Son Succ.*, No. 48; *Maison L. Adhemar*, dressmakers, No. 133; *Maison Martin Soulés*, modistes and head wear; Rambla Vieja; *Fonseca* Havana cigars, No. 115; *Palais de l'Elégance*, Rambla Vieja; *Dra. S. de Costafart*, skin specialists, No. 119; *Aux Doigts de Fées*, Havana cigars, No. 126; *G. Moussion*, ladies hair dresser; *Al Jazmin del Cabo*; *Espinosa Bros.*; dresses and millinery; *Maison Henry*, manicure and pedicure; *Maison Lerpond* and *Leonard*, blouses and hats; *Pauline*, modiste; *Genaro Persico*, fresh fruit; *Rocco Belgiorno*, fancy articles; *Eugenio Proust*, natural flowers and plants; Rambla Bristol.

Photographers.—On the Rambla there is a branch office of *Garro* and another of the Sociedad Fotográfica Argentina de Aficionados. In town the photographer *Ulderico Carnaghi* at the corner of Calle San Juan and Calle San Martín.

Bathing establishments.—On the Rambla there are different establishments specially arranged for sea water baths for the use of those who do not want to bathe in the sea.

Music.—The splendid Social Club offers its members and their families fine concerts at tea time every day from 5 to 7 p. m. On Tuesdays, Thursdays and Saturdays from 5 to 7 p. m. there are symphonic and classical concerts under the intelligent direction of Professor Drangosch. Rehearsals of these concerts take place on Mondays, Wednesdays and Fridays at 9·30 p. m. up to midnight.

On the Rambla there are several bars, cafés and restaurants have good string orchestras accompanied sometimes by singers, from 5 to 8 p. m.

Cinematographs.—On the Rambla there are two cinematographs: The *Lepage* and the *Atlantique* open from 3·30 p. m. to 7 p. m. and from 9 p. m. to midnight.

At the Club Social, on certain evenings there are cinematograph shows for the families of the members. At the Teatro Colón, under the management of Max Glückmann successor to *Lepage*, there are cinematograph shows every day.

Gambling.—At the Club Social there are several «Roulettes» going on every day from 3 to 8 and from 9 to 1, patronised by high society.

Mar del Plata race course.—The Mar del Plata Jockey Club possesses a magnificent race course where there are numerous races during the season.

Golf.—Mar del Plata has also a very important golf club which is also very much in fashion. It is the rendez-vous of most renowned players. The entrance fee in summer is for the club \$ 20 for gentlemen and \$ 10 for ladies. One can apply for admission at the club itself or at Buenos Aires Calle Mai-pú 144. During the summer season the hall of this club is the rendez-vous of a most select company going there for tea, lunch and golf parties. Everything necessary for golf playing can be obtained at the club at reasonable prices. As the club is about 5 km. from the beach, one goes there by carriage. The price of a return fare is \$ 15. The caddy who carries the golf bag receives \$ 0·50 to \$ per player.

Mail coach service.—From Mar del Plata to Balcarce and Necochea two mail coaches at \$ 6 and 8 per person.

Breeding establishments.—*Chapadmalal*, of Mme. Martínez de Hoz, 22,500 hectares, 25,000 sheep, 8,500 cows, 2,000 horses; *La Colmena*, of the Bros. Viera, 8,000 hectares, 2,000 cows; *La Peregrina*, of Domingo Heguillor, 21,000 hectares, 22,000 sheep, 5,000 cows, 1,000 horses; *El Boquerón*, of Louis Colombo, 18,000 hectares, 10,000 sheep, 1,500 cows and 600 horses.

From Mar del Plata to Miramar.

A train leaves Mar del Plata at 6·40 in the morning and another at 3·50 p. m. for *Miramar*; these trains arrive respectively at 7·50 a. m. and 5·50 p. m. They pass through the two small stations of *Chapadmalal* and *Dionisia*.

Miramar is a nice small bathing resort suffering from the competition of its large neighbour.

Hotel.—*La Amistad*, tariff \$ 5 per day.

Doctor.—Dr. Gallini.

Cabs.—Fare \$ 1 per trip and in town; for the neighbourhood according to arrangement.

Societies.—*Club Social, Spanish and Italian Societies*.

Newspaper.—*La Voz de Miramar*.

A municipal band plays on Sundays.

Post office is at 3 cuadras from Plaza Pueyrredón.

Telephone.—*La Unión Telefónica* (connections with Buenos Aires and other towns); *La Mar Platense* (connections with Mar del Plata and Balcarce and neighbourhood).

VII

From Buenos Aires to Necochea.

During the summer season the Southern Railway Co. organizes a train service to Necochea as follows:

The journey can be made by three different trains:

The first leaves on Tuesdays, Thursdays and Sundays of every week from the station on the Plaza de la Constitución at 2·57 p. m. and arrives at Ayacucho the following day at 2·45 in the morning and at Necochea at 7·55 a. m. The second one leaves on Monday, Wednesday, Friday and Saturday at 8 p. m. and arrives at Ayacucho at 2·45 a. m. the next day, and at Necochea at 7·55 a. m. The third leaves on Tuesdays, Thursdays and Sundays at 8·30 p. m. and arrives at 4·45 next morning at Ayacucho and at 10 a. m. at Necochea. These trains have every comfort one can desire: dining cars, sleeping cars etc.

It is well to reserve berths and seats in advance in order to make sure of having them when the train leaves. These berths and seats can be reserved at the Information Office of the Souther Railways (Calle Cangallo 556), at the station de la Plaza de la Constitución, or at the National Transport (Expreso Villalonga), Calle Balcarce 256 (telephone 4975 to 4977, Unión Telefónica, Avenida); at the Express A B C, Calle Lavalle 456 (telephone 3849, Avenida, Unión Telef.) at the Expres La Confianza, Calle Sarmiento 315 (Unión Telef. 955, Avenida); or at the Express Rapidez, Calle Bartolomé Mitre 1848 (telephone 401, Libertad, Unión Telef.); the

agency of Thos. Cook & Son, Calle Florida 740 will reserve berths.

By paying for 3 seats and 4 berths, one has a right to a compartment of 4 berths; and by paying for 1 $\frac{1}{2}$ seats and 2 berths, a right to one of 2 berths.

The tickets, including berth, for Necochea, valid from December to April, in the night trains, are return tickets.

The price of a return ticket is \$ 35.

Meals, both in the day trains and in the night trains cost \$ 2 per person without wine.

The traveller has a right to 50 kgs. free luggage.

The attendants expect tips.

We know the route up to Ayacucho which we have described before.

From there we pass through the stations of *San Ignacio*, *Ramos Otero*, and *Bosch*, in order to arrive at *Balcarce* (420 km.).

Balcarce (21,000 inhabitants) is the principal town of the region of the same name, a region where the Tandil mountains spread out. The principal sierras are called del Moro, de Peña, de Herrera, del Volcán de Arrascaete, del Panal, de la Brava, etc. The town was founded in 1876 and has a population of more than 5,000 inhabitants. The principal culture is the potato, but corn is also taking an important place. The estancias are very numerous and very prosperous. The aspect of the surrounding hills is very picturesque.

Mail coach service.—From Balcarce to Mar del Plata (2 mail coaches) fare \$ 8 from Balcarce to El Venado fare \$ 6.

Hotels.—*Siglo KK*, *España*, *Gran Hotel*, \$ 5 per day; *La Estación* \$ 4 per day.

Banks.—Branch offices of the *Banco de la Nación* and of the *Banco Español del Río de la Plata*.

Doctors.—Drs. Emilio Isasmendi, Felipe Possati, Guillermo Quiroga and José Astelarra.

Newspapers.—*El Imparcial* and *La Tribuna*.

Miscellaneous.—Town band, town hospital, post telegraph and telephone.

Agricultural and breeding establishments.—*El Verano*, of Cipriano New-ton; *La Vigilancia*, of Guillermo Luro; *La Brava*, of B. Ginocchio; *Martin García*, of J. D. Errecaberde; *San Martín*, of Jean Lahite; *Santa Rosa*, of Elias Casado; *Sierra Larga*, of S. Lozada; *Ojo de Agua*, of Chevalier; etc.

Up to *Loberia* we find the stations of *Pinos*, *San Agustín*, *Nutrias* and *Moro*.

Loberia is the chief town of the district; it is a small town of 14,000 inhabitants and rather important; from there a line branches off towards *Tres Arroyos*. A train leads directly from Buenos Aires (Plaza de la Constitución) to this latter town. This train leaves at 8 p. m. on Mondays, Wednesdays, Fridays and Saturdays arriving at 6'45 a. m. next morning at *Loberia* and leaving again at 7'7 arrives at *Tres Arroyos* at 10'50 a. m. From *Loberia* to *Tres Arroyos* we find the small

stations of *Loberia Nueva*, *San José*, *Dulce*, *Cooper*, *San Cayetano*, *Ochandio*, *Mayol* and *Barrow*.

Mail coach service.—From Lobería to Claraz and from Lobería to the estancia of Luis Burgos; fare \$ 0·50 per league.

Hotels.—*Americano* and *Victoria*, \$ 4 per day.

Banks.—*Banco de la Provincia*, *Popular Español*, *Comercial Argentino*.

Doctors.—Alfredo Treglia, Francisco Bartronio.

Newspaper.—*La Razón*.

Miscellaneous.—A town band; hospital Campos; Club Social, French, Spanish and cosmopolitan mutual aid associations; post, telegraph and telephone.

Breeding establishments.—*La Independencia* and *La Luisa*, of Arce Bros., 17,500 hectares, 2,000 cows, 3,000 sheep, 2,500 hectares cultivated land; *La Margarita*, of Pieres, 2,500 hectares, 1,500 cows, 2,000 sheep and 300 hectares cultivated land. After Loberia cones Pieres and finally Quequen-Necochea 527 km.).

Quequen and Necochea.—The river Quequen Grande separates these two large bathing resorts. Quequen was founded in 1895 by Arana and Larabian and has a good reputation.

Necochea is a fine town of 21,000 inhabitants and possesses fine buildings, banks, town-hall, church, etc.; commercial firms are very important and numerous; there are also mills and numerous cottages, which make it look bright.

Beach.—Several boulevards lead from the town to the beach situated on the Atlantic. The most important of these boulevards is the one ending at the port which is being built at the mouth of the Quequen, a harbour which will be one of the principal ports of the region. The river sides present splendid panoramas and the beach is competing with the one at Mar del Plata.

Hotels.—Among the most important we mention the *Necochea Hotel* which has 150 rooms, large dining rooms and fine halls for festivities. The tariff is \$ 8 per day per person. Then there is *La Perla*, opened in 1911, having 70 comfortably furnished apartments, splendid dining rooms, rooms for festivities, permanent orchestra, warm and cold baths, electric light, gardens and bathing cabins on the beach. This hotel is specially recommended for its cooking which is excellent, and for accomodations made for families. Its tariff is \$ 7 per day per person; a special tariff is granted for children, and varies according to their age.

Tramways.—There is a tramway-line from the town to the beach, serving all the hotels. One can obtain carriages and horses at moderate prices.

Promenades.—The principal are: The Grottos, Punta Negra, and on the Río Quequen the cascades of Díaz Vélez called generally El Puente and Los Manantiales. The latter are very picturesque and one can pass agreeably a whole day there. They are at but a small distance from the hotels.

Banks.—Branches of the *Banco de la Nación* and of the *Banco El Hogar Argentino*.

Doctors.—Perreyra, Deheza, Sabelli.

Dentist.—Romero Diaz.

Town band, hospital *General Diaz Vélez*, numerous clubs and societies, etc.

Newspapers.—*Necochea*, *El Pueblo*.

Post, telegraph and telephone.

Mail coach service.—From Necochea to San José, 14 leagues \$ 8; to San Enrique Zabala, 16 leagues, \$ 8; to San Martín, 11 leagues, \$ 6.

Breeding establishments.—Estancia of José Alasola, 12,500 hectares, of which 600 are cultivated, 7,000 cows, 16,000 sheep, 650 horses; of de Goin, 5,000 hectares, 1,500 cows 5,000 sheep and 200 horses, etc.

VIII

From Buenos Aires to Neuquen.

Up to Bahía Blanca we have seen that the tourist had the choice between three lines which are direct and one which is not direct.

From Bahía Blanca the trains of the same Southern Railway Co. leave, by which the traveller has arrived, for Neuquen, on Tuesdays and Sundays at 9·50 in the morning and on Thursdays at 8·30 in the evening and reach Neuquen Station at 10·50 in the evening and 9·50 next morning respectively. To return, the trains leave on Fridays at 7·20 in the evening and arrive at Bahía Blanca en Saturdays at 8·35 in the morning and Mondays and Wednesdays at 5·15 in the morning, in order to arrive the same day at 6·2 in the evening.

From Bahía Blanca to Río Colorado.

In this part of the route we pass through sterile regions of dreary and monotonous aspect: sand or salt fields alternate with low ground covered from time to time with poor grass which is no good for the cattle. Lakes and salt waters complete the dreary aspect of this country.

Therefore the entire region between Bahía Blanca and the Río Colorado is desert. The stations we find are: *Spurr, Cuarteros, Argerich, Mascota, Medanos, Nicolás Levalle, Algarrobo, Sayus, Gaviotas* and *Río Colorado*. At Cuarteros, at a distance of 12 km. from Bahía Blanca, are the establishments of the important society Sansinena of frozen meat, the same which has established the La Negra at Barracas. From Bahía Blanca one can reach this freezing establishment by a small boat and a small railway unites it to the establishment. The company possesses a port for its own use. At Cuarteros there is also an establishment for cleansing wool & a tannery.

At Argerich, in the property of Dr. Juan A. Argerich, the Minister of Agriculture had an artesian well dug, which has a considerable production. The national government has also opened an agricultural school in this locality.

Médanos is a rather important agricultural centre. The principal agricultural establishments are: *La Colonizadora*, limited company owning 17,000 hectares cultivated land,

wheat and oats; Stroeder and Co. 5,000 hectares of wheat and oats; Navarre, 15,000 hectares of wheat and oats; La Esmeralda, 5,000 hectares of wheat, oats and lucerne, etc.; Besides in the breeding establishments in the neighbourhood the number of sheep is 140,000, 10,000 cows, and 6,000 horses.

From *Vedanos* a mail coach leads to *Patagones* 40 leagues distant; the fare is \$ 40. *Río Colorado* is a sheep breeding centre, there are 50,000,000 heads.

From the Río Colorado to Neuquen.

From *Río Colorado* to *Choele-Choel*, we find the small stations of *Juan de Garay*, *Pichi Mahuida*, *Fortin Uno*, and *Benjamin Zorrilla*.

Choele-Choel is a village of some importance on the *Río Negro*, the waters of which have been used for agricultural purposes. From there the train follows the *Río Negro* in a valley which becomes more important every day from an agricultural point of view and especially for the production of fruit and grapes. (1) We pass through the stations of *Darwin*, *Chimpay*, *Chelforo*, *Chichinales*, *Río Negro*, *Allen Cipolletti*, and we arrive at *Neuquen*.

(1) The eminent writer Jules Huret, in his last book «De la Plata á la Cordillère des Andes» has described in the following manner the important irrigation works which have been executed in this region by the national government and the railway companies:

«We are nearly at the confluence of the *Neuquen* and the *Limay* which join to form the *Río Negro*, in the region where the large hydraulic works which have been planned by the federal government, are going to be executed.

»In 1898, under the administration of General Roca, a decree entrusted to the Italian engineer Cesar Cipolletti the study of the Ríos *Neuquen*, *Limay* and *Negro*, in order to regulate them and to irrigate their valleys. These studies were taken up again by the engineer Severini, to whom they were entrusted by M. Ramos Mexia, the active and devoted minister of Public Works, during the last presidency and they are now on the point of being finished.

»Such a work, I was told in *Miraflores* by M. Ramos Mexia, would be much more difficult in an old country like Europe where it would interfere with many interests and be complicated through important material and technical difficulties.

»In these virgin lands the engineers can work in full liberty and change Nature as they like.

»I am going to explain clearly what I have understood about the grand plans the realization of which is going to transform soon an entire region.

»The *Neuquen* and the *Limay*, coming down from the Andes, are torrents which are periodically swollen by the snow melting in the high Andine regions. At the end of autumn the first snow mixed with rain falling in the mountains, increases them considerably. In spring when the *nevados* melt, another much more important swelling is produced. The entire *Río Negro* naturally feels this. When the waters run low, it divides into an infinity of arms running round islands and sand banks. When the rises come, it is a large wild stream, indomitable, having such a rapid current that is very difficult to ascend it. One can judge the extreme variations in its masses of

The territory of the Neuquen is ruled by a governor, named by the National Executive Power. Its area is 109,081 square kilometres and its population 29,000 inhabitants. In this territory communication is difficult, expensive and uncomfortable, therefore the number of tourist coming to visit the same, is very small. On the day when these inconveniences disappear, it will be one of the favorite regions of the republic. Nearly at the confluence of the Limay river and of the Neuquen, the railway passes over a magnificent bridge 700 metres long divided into 7 portions and 3 metres above the water. It has cost \$ 130,000.

The territory of the Neuquen, especially its southern region, has important sheep rearing farms. Lucerne culture has been taking the place of natural prairies in many places, and the estancias are cross breeding with much success. Corn has also been tried and given good results. Potatoes and yam are also being cultivated successfully. This is the result of intelligent agricultural processes which commence to show the contrary of the idea that the Neuquen territory was arid and improper for any kind of culture. The railway companies have understood the importance of this territory and several have already obtained land concessions. The railway lines which would bring into rapid communication Argentine and Chili, through the most accessible passes of the Cordilleras as, for instance, the «Pino Hachado» which is on the projected prolongation of the Neuquen line we have been speaking about, would not only contribute to the general progress, but would also call forth summer excursions, as this region like many others of our country, which are unknown yet, is one of the most picturesque and possesses sites which may be compared to those of Switzerland. From the interior of the mountains where cows and goats are grazing on the sides,

water: in December and January that is to say during summer time, in the Río Negro only 250 cubic metres of water flow past per second at Choele-Choel. In winter it reaches 9,000 cubic metres! Besides there are floods every ten years, and its inundations are terrible.

*These masses of water must consequently be regulated and therefore the tributaries must be changed, or at least those of the two rivers Limay and Neuquen which form the Río Negro at its source.

*For the Limay, the work was easy enough. It has its source in one of the large lakes of this Andine region: the Nahuel Huapi, where we have just come from. It was consequently decided to dam the outlet of the lake by sluices and to increase the depth for a distance of a league. The waters leaving the lake are thus regulated and at the same time the bulk of the Río Limay.

After this the regulation works of the Río Neuquen were left to be accomplished yet. In this case there was no regulating lake. But fortunately, nearly at the confluence of the Neuquen and the Limay, there is an immense ovoid hollow, a natural wash-basin of colossal dimensions, 40 metres deep and of a diameter of 15 km. called «La Cuenca Vidal». I was conducted there through a dreary dry plain covered with bushes and thickets and slightly undulated. From the top of a hill we discovered this magnificent reservoir which can hold, it seems, 5 milliards of cubic metres ().

This is what has been decided upon in order to use this happy opportunity. About 30 km. north of the confluence of the Limay and the Neuquen, a dam will be built of a width of 300 metres, a kind of vast viaduct with numerous sluices (**).

*The water gathering behind the bar is partly conducted towards an irrigating canal in the valley for agricultural use. The remainder is led towards the Cuenca Vidal where it will be stored. During the ordinary rises, the bar is opened and the waters of the river takes its natural course. During the extraordinary rises, the water surplus is sent into another large drain-

(*) The Assuan reservoir can hold 1 milliard 500 million cubic metres.

(**) The Neuquen is a very rapidly flowing torrent and its incline is about 2 p. c. It would therefore have been difficult to build a fixed dam. Therefore an open bar like the Cairo one, has been preferred. Its foundations will be of cement and cast iron.

coal, oil, iron, copper, etc., would come forth; perfect methods would take the place of those actually used in order to extract the gold of the rivers. The mineral waters springing forth at the foot of its volcanos and the therapeutic qualities of which are well known to-day, would create health resorts where people in feeble health could come to be strengthened. Timber commerce would greatly extend in the forests of ancient trees, which are at present used only by local constructors.

Among the natural beauties worth mentioning, is the lake *Nahuel Huapi*. It is situated on the frontiers of the Neuquen territory, of Río Negro and Chili. The altitude of this large fresh water lake is 537 metres above the level of the sea. At the west side is the Tronador, a high volcano of the Cordilleras which separates the Nahuel Huapi lake on the Chili, side from Todos los Santos. The lake extends from N. W. to S. E. and covers 800 square kilometres, having a total length of bank of 250 km. The 300 metres fathom line does not touch bottoms at several places, even sometimes near the border. The south of the lake is nearly completely bare of any vegetation. On this side the lake has but two important tributaries: the Nireco (water of the Nire) and the Nirenau (a tributary of the same). It communicates with lake Carre-Lauquen (green sea or Gutiérrez) by means of the Río Grande, and with Lakes Moreno, Frías, Veinticinco de Enero, Albarraçín. There are 26 islands and 4 islets, among the first named there are: Victoria, Villegas, Mascarci and Díez Arenas.

The lake Nahuel Huapi was discovered about the year 1610 by the missionaries of Chiloé who established a small mission station on its borders, which was completely destroyed in 1655. Four years later Father Nicolás Mascarci re-established the mission on the largest of the islands but it decli-

ing canal which ends also in the Cuenca Vidal. Thus the great floods are reduced to 1,500 cubic metres per second. I have explained that this gigantic basin can hold if entirely full, 5,000 millions of cubic metres. With 10 metres of water depth only, one can store about 3,000 million cubic metres.

*A marvellous and grand enterprise, as it will be remarked. It has been calculated that no less than 2 years are necessary to fill the basin partly. The engineer Severini has undertaken to accomplish the works in 3 $\frac{1}{2}$ years. The bar and the complementary works, that is to say the two canals, will only cost 7 million francs. This is little for such a work.

*What will become of the water stored in this reservoir and how can it be brought into the plain in order to irrigate?

*The Cuenca Vidal has no natural outlet. But a difference in its level and that of the eastern valley permits of conducting the water through a tunnel of 20 $\frac{1}{2}$ metres depth and a length of 5 km. under a plain which separates it from the valley. When coming out of this tunnel, the water will form a waterfall which will be used to turn a turbine of 30,000 H. P. and an elevating engine. This will bring the water into the plain and irrigate the desert. After this, the water, having provided motive power, will return to the Río Negro, where it will maintain the navigability of the stream and will be used also for irrigation all along its course.

*This Cuenca has consequently a triple destination and aim: to receive the water which will be flowing over the bar, make use of same to irrigate those parts of the plain situated higher than the canals along its course and which through their altitude could not be irrigated; finally it will be used as a storage and control the navigability, the irrigation and motive power during the periodical floods of the Río.

*Regulation and irrigation works sustain each other, as it will be remarked. The Cuenca will provide water for 300,000 hectares. And, through other works, the irrigation of 500,000 hectares more is announced.

Once this land irrigated, the Río Negro will become another Nile valley with its reservoir, its bar and its fertilising mud ().*

(*) The valley of the Río Negro is about 527 km. long, and about 11 km. wide, covering 550,000 hectares, of which about 380,000 can be excellently cultivated. The valley of the Neuquen has 51,600 hectares, those of the Limay and Colloncuri 31,000 hectares.

ned at the death of the missionary (1663) and, although it was repopulated in 1705 it was leading a poor existence up to 1718 at which time it had to be abandoned, owing to the hostility of the Indians. The lake was explored in 1792 by Menéndez and, by order of the intendent of Llanquihue, in 1856. The lake is separated from the coast of the Pacific by a distance of 205 km.

This lake is of an incomparable beauty, its blue and limpid waters, its high mountains covered with snow and deep forests, and especially the solitude and imposing silence of its fjords communicate a unique enchantment to the landscape such as the tourist does not find in the populated mountains of Switzerland.

The majestic mountain of the Tronador, covered with snow from its basis, dominates the region and announces itself from a far distance by a thundering noise caused by the fall of big ice-blocks detaching themselves from its sides, which noise has given it its name.

M. F. P. Moreno has made a present to the nation of part of the land which had been presented to himself, in order to create in the Nahuel Huapi a large national park in the manner of the one in the United States. M. Alpheus Mahone returning from a voyage abroad, has therefore brought eggs of salmon and trout in order to populate the lake and also with all other kinds of fish of the republic. Thus the lake has now three kinds of salmon and trout. On the borders of the lake there are splendid landscapes, like the port Blest-Gana, the Tronador, from the Peulla to Lake Frias. The Southern Railway Co., in order to develop the progress of this region as well as to bring tourists into these countries, has had a flotilla built, composed of small steamers for the navigation of the river Limay, between the terminus station of the Neuquen and the mouth of the Collen Cura. These steamers transport travellers and goods within 17 km. from the magnificent and not much known lake Nahuel Huapi.

On the other hand, the government had studies made concerning a railway line which, leaving San Antonio in Tilli Bay, will follow the river Sangüel then the Genna, in the colony of 17 de Octubre and will end at the lake Nahuel Huapi. One part of the railway is already built.

In the middle of the lake Nahuel Huapi, there is the Island Victoria, property of M. Anchorena. This island is nearly covered by thick woods. Avenues and roads have been opened in the forest and from time to time sheds and huts have been put up for the hunting season. In the southern part of the island is the port of Anchorena where some German immigrants live.

In the Neuquen territory there are also the famous thermal baths of Copahué which have national renown.

At the foot of the Cordillera, in $37^{\circ} 48'$ latitude and $71^{\circ} 15'$ longitude and at a height of 3,000 metres, in the Trolope valley where the rivers Agrio and Trolope run, the thermal sources of Copahué will be found. In order to reach them from Patagones, one has to follow the Río Negro, passing through the villages of Pringles, Conesa, Choele-Choei, General Roca, Limay, Codihué, and Norquin. The different rivers of Copahué form lower down the Laguna Verde. The water of this lagoon has a temperature of 35° to 40° and is composed of alkaline carbonates and sulfates which have produced excellent results for stomachic illnesses. About 100 metres from the lagoon there is a ferruginous source with a temperature varying between 60° , 75° and 80° sometimes arriving at 90° and 95° . The bathing season starts in December and finishes at the end of March. During the remainder of the year, the neighbourhood is covered with snow. Copahué is an extinct volcano, 5 km. off the springs, of 4,000 m. altitude. Its crater is accessible. The trip to Nahuel Huapi Lake can be made more easily, and this is as strange anomaly of the vast extension of the Argentine territory, from the Chili side, passing twice through the Cordillera of the Andes. From Buenos Aires to Valparaíso, via Mendoza, then the South American Steamship Co. makes the voyage every week up to Puerto Montt. The trip lasts 10 days. From there the Compañía Andina has a weekly service to San Carlos, on Nahuel Huapi Lake. This trip lasts 2 $\frac{1}{2}$ days. This part of the voyage is very picturesque. From Puerto Montt to Llanquihue Lake it takes 3 hours by cab. The lake can be crossed in 4 hours on a small steamer. Between this lake and that of Todos los Santos (2 hours on horseback) the road passes through the lava of the

volcano Osorno, in the midst of a magnificent panorama. After 4 more hours one crosses another lake. And after a trip of 2 hours on horseback one reaches Casa Panque at the foot of Tronador. The excursion to the glaciers, very interesting, lasts half a day. In 2 hours on horseback one passes the Cordillera at Pérez Rosales Pass and reaches the lake Fias, on Argentine territory. This lake is crossed by boat in an hour, and another hour's walk brings us to Puerto Blest at the far west end of Nahuel Huapi Lake. A steamboat transports the excursionists to San Carlos in 4 $\frac{1}{2}$ hours. The excursion from Buenos Aires to the lake Nahuel Huapi lasts 10 days and the price is about \$ 300. The return can be made on the Limay in 6 days by boat up to Neuquén, terminus station of the Southern Railway line. One descends the stream in steam boats which have been specially built in San Carlos. Within 16 miles of the lake are the famous water falls which constitute the only danger for navigation. One can avoid them by stepping out of the boat some minutes before and going on board again some distance lower down. The land journey from the lake to Neuquén is less dangerous and can be accomplished in a dozen days.

IX

From Buenos Aires to the Tandil.

The train leaves from the station on the Plaza de la Constitución at 7·10 in the morning and at 8·30 in the evening, and the arrival at the Tandil, is at 5·20 in the evening and 6·25 in the morning respectively.

We know the route up to Altamirano. From there the train reaches Chascomus and passes *Gandara* station.

Chascomus (113 km.) chief town of the department of the same name, has a population of 23,000 inhabitants, it is situated on the borders of a lagoon.

Mail coach service.—Between Chascomus and Pila (fare \$ 6 per person).

Hotels.—*Americano* and *Colón*; tariff, \$ 4 and 5 per day.

Doctors.—Drs. de la Sotta, E. Tagle, J. Zubizarreta, T. Ibarre.

Miscellaneous.—Hospital San Vicente de Paul (men); Regatta Club; Social Club; Foot-ball Club; Popular Library at the Social Club, open daily; post, telegraph and telephone (*Unión Telefónica*); newspaper *El Argentino*.

Agricultural and breeding establishments.—*Las Mulas* and *Los Jagüeles*, belonging to R. Newton, 10,000 hectares; *Alameda*, of F. Girado, 5,000 hectares; *Los Manantiales*, of J. de la Serna, 12,500 hectares; *La Barranca*, of C. Sonachaga, 7,500 hectares; *Averías*, of T. de Anchorena, 5,000 hectares, 3,700 hectares are devoted to corn, maize and flax culture.

History.—The first foundation of the town dates from the middle of the 18th. century. In 1777 captain Bechaze obtained permission to transfer the first village from the spot called «El Zanjón» on the right side of the river Samborombón, to the spot where it is now situated. In 1865 Chascomus was the terminus point of the Southern Railway. The revolutionary troops of Castelli saw themselves forced to fight the forces of Prudence Rozas at the side of the lagoon on November 7th. 1839; this was a terrible fight in which Rozas was victorious; Castelli was made prisoner and immediately decapitated, and his head planted on the top of a pike, was exhibited on one of the public squares of Dolores. The troops of Pierre Rozas were disbanded at the same spot on January 25th. 1853 by those of General Paz.

In his vocabulary of the Pampa language lieutenant-colonel Barbara says: Chascomus comes from the word Chadicemu which means «salted water».

In September 1912 an equestrian statue was unveiled in honour of

General San Martín on the principal square of Chascomus; it is a reproduction of the one existing on the Plaza San Martín in Buenos Aires.

We then find the stations of *Adela, Monasterio, Lezama, Guerrero, Castelli, Sevigné* and *Dolores*.

Dolores (204 km.) is a small town of 18,000 inhabitants, which will become an important centre when the port of San Borombón has been built, at a distance of 6 or 7 miles. It is the law court centre of the districts of the south of the province. The neighbourhood is extremely fertile, and the mild climate is very suitable for the culture of fruit trees especially peaches. There is an important prison at Dolores.

Mail coach services.—From Dolores to Lavalle and from Dolores to Hinajales; fare by arrangement.

Tramways.—A line leads from the centre of the town to the station and another to the cemetery; tariff \$ 0.15.

Hotels.—*Francia, Libertad* and *Roma*; tariff \$ 6.

Banks.—Branches of the *Banco de la Nación, de la Provincia* and *Español del Río de la Plata*.

Doctors.—Drs. Llanos, Etchevarne, Lecot, Sosa, Arago.

Newspapers.—*La Patria, El Nacional, La Tardé*.

Miscellaneous.—A band, hospital (*San Roque*); the clubs *El Progreso* and *Unione*; mutual aid associations *La Italia, La Unión Italiana, Centro Comercial e Industrial*; masonic lodge *18 Septiembre*; post, telegraph and telephone.

Agricultural and breeding establishments.—Properties of: Pacheco and Anchorena, 20,000 hectares; 4,400 cows, 7,000 sheep, 400 horses; 700 hectares of flax and maize. Manuel de Urrubelarrea, 15,000 hectares, 3,000 cows and 10,000 sheep, 100 horses and 300 hectares of maize and wheat. Manuel de la Serna, 7,500 hectares, 1,000 cows, 6,000 sheep, 150 horses and 50 hectares of corn. Francisco Ochoa 5,000 hectares, 1,400 cows, 3,000 sheep, 200 horses, 100 hectares of corn. Fernando Iturriaspé, 10,000 hectares, 2,000 cows, 6,400 sheep, 150 horses. Angelinetta, Teriggi & Co., 2,500 hectares, 1,000 cows, 2,000 sheep, 300 horses and 140 hectares of oats and potatoes. Antonio Gámez, 12,500 hectares, 2,000 cows, 4,000 sheep, 350 horses and 200 hectares of oats and potatoes.

History.—Dolores was founded in 1818 by Pueyrredón, but it was depopulated several times up to 1825, at which time Antonio González, Ramón Lara and Juan Sosa settled down here with their families and thus became the first inhabitants. The territory for the building of the town was given by Julio Carmona. On October 19th. 1839, when the insurrectional movement began, against the tyrant Rozas, the southern revolutionists of the region of Dolores elected as their chief and proclaimed as military commander of Dolores, Don Pedro de Castelli. After having been defeated at the Laguna de Chascomus, on November 7th. of same year, Castelli saw that ruin was unavoidable if he stayed at Dolores, and left for Montes Grandes and the coast in order to embark with a small troop of volunteers. In the evening Castelli and his companions camped at the spot called *El Potrerillo* with the intention of stopping there until daylight, not knowing that the people of Rozas were on his heels. Whilst his mates were camping Castelli lay down under a tree without posting sentinels. At this moment the federal party approached the camp silently and when the sergeant who commanded them had learned from Castelli's lieutenant where he was resting, he approached and cut off his head with one single stroke.

After having committed the horrible crime, the sergeant took Castelli's head on his own horse and gave orders to return to Dolores. When the dismal procession arrived, the news was immediately communicated to Prudencio Rozas who was camping on the side of the Laguna Chascomus and this latter transmitted it accordingly to the tyrant.

Several days passed in official communications and then the tyrant's

decision was terrible: he gave orders to Prudence Rozas to put a pike up on the public square at Dolores and had the head of Castelli put up at its top. This order was executed strictly: Castelli's head was exposed several days until a violent «pampero» tore it down and a pious hand gave it a burial place.

We then find *Paravicini*, then *General Guido* from which point a line branches off for *Juancho* (intermediary stations: *Santo Domingo*, *Segurola*, *Monsalvo*, *Invernadas* and *Divisadero*) and finally we arrive at *Maipú* (271 km.).

Maipú is a small town of 5,000 inhabitants which was founded in 1878, and which is an important centre of railway lines. One line leaves for the *Tandil* and another for *Mar del Plata*.

Hotels.—*Benini*, *Nossoti*, *Guegaga*, \$ 4 per day.

Doctors.—Drs. *Barbiere* and *Daneri*.

Miscellaneous.—A branch office of the *Banco de la Provincia*, a band, a sporting club, Italian, Spanish and French mutual aid associations, a newspaper: *La Voz*; post, telegraph and telephone.

Up to *Ayacucho* we find the stations of *Labarden* and *Fair*.

Ayacucho (333 km.) is a small centre of 20,000 inhabitants the importance of which is growing daily. From there a branch line leads to the port of *Necochea* and another to *Chas*.

Hotels.—*Central*, *Santa Catalina*, *Comercio*, *London* and *Aguerre*.

Doctors.—Drs. *Luis Viacaya*, *Rufino Odriozola*, *Egidio Ciano*, *Inzurralde*.

Banks.—Branch office of the *Banco de la Nación*.

Miscellaneous.—Town Hospital, band, *Club Social*, *Club Progreso*, Spanish and Italian mutual aid associations.

Newspapers.—*La Verdad*, *La Unión*, *El Progreso*, *El Porvenir*, *El Comercio* (bi-weekly).

Agrieultural and breeding establishments.—*La Barranca*, of *Anasagasti*, 10,000 hectares, 150,000 sheep; *La Cuadrada*, of *S. Buson*, 10,000 hectares, 60,000 cows; *Las Tres Lomas* of *Anchorena*, 22,500 hectares, 20,000 horses, 5,000 hectares are cultivating flax, wheat and maize.

After having left *Ayacucho*, we pass through *Cangallo* and *Iraola*, and we arrive at the *Tandil*, which we know already.

From Tandil to Cooper.

At 7·20 in the morning, on Mondays, Wednesdays, Fridays and Sundays, a train leaves *Tandil* for *Cooper*. The train passes through a region nearly entirely devoted to breeding but where agriculture is implanting itself more and more. The stations we pass are those of *Azucena*, *Barker*, *La Negra*, *Claraz*, *J. N. Fernández*, *Lumb* and finally *Cooper*, where we arrive at 11 in the morning on Sundays and at 12·20 p. m. on week days.

From Cooper to Orense.

On Tuesdays, Thursdays, Saturdays and Sundays a train leaves Cooper at 9·20 in the morning and passing through the small stations of *R. Santamarina*, *Energia* and *Cristiano Muerto* leads to the small beach of *Orense* where it arrives at 11·58 a. m.

X

From Buenos Aires to Carhué.

(*Midland of Buenos Aires Railway.*)

The only train which runs between Buenos Aires and Carhué leaves Buenos Aires on Saturdays at 7·30 a. m., and arrives at its destination at 9·25 p. m.

The departure station is at Puente Alsina, where the company possesses three large hangars of galvanized iron. There is also a platform for entraining the Company's animals, and another at the Frigorífico Argentino.

The company has also dredged the Riachuelo, and constructed quays and platforms, and it has also other works in course of construction or projected, for supplying its wants.

The wagons are strongly constructed, with automatic brakes, which prevent the accidents which so frequently occur in other undertakings where the old system of hand brakes is still used.

Although the gauge is narrow (one metre), the carriages are very comfortable, for the seats are arranged in the same way as in the coaches of the broad gauge lines.

Before starting, one leaves at a short distance the junction Emilio Mitre, constructed on the same site as that of Ingeniero Brian, of the Western Railway, on the Riachuelo. This station is for transferring goods brought from other districts over the Western Railway Company's system.

The train carries a restaurant car, which is a sacrifice made by the Company for the comfort of its passengers, for at present this service does not earn its expenses.

On leaving, Puente Alsina one enjoys a marvellous panorama of the market gardens which supply the markets of the great metropolis.

In a few minutes we arrive at Isidro Casanova, which has before it a brilliant future, for it is one of the highest points on the line. Near the station a large workshop has been erected. The Midland, confident in the future of Casanova,

has built a fine station. This station is similar to all the others that we see on the line. These stations have a cement reservoir, with a base of masonry, capable of holding 50,000 litres of water. When there is no wind, the mills are moved by means of a naphtha motor.

The stations also possess two sheds of 100 metres \times 18, and enclosures for cattle.

Besides this, in the town section weeping willows have been planted at intervals of two metres on both sides of the line, and this will help to beautify the stations.

The lines from this point are laid on sleepers of hard wood and steel. Villages are now being built around the stations. Commercial establishments, private houses, etc., have been constructed, or are in course of construction, giving the traveller a universal impression of newness. Where formerly existed the desert and uncultivated lands, all wrapped in silence, life and movement now herald a transition, and indicate the spots which will later become progressive working centres.

The Midland has its workshops at Libertad, one hour from Puente Alsina. On an area of 1,500,000 metres numerous edifices have been erected and supplied with abundant stocks. There are workshops, sheds for locomotives, warehouses, coal depots and the divisional engineer's residence. A reservoir of 250,000 litres for water is particularly worthy of attention.

At the station *Araujo* there is also a locomotive depot.

The fact that during the agricultural season 1911-1912 the company's warehouses were hardly sufficient to warehouse the wheat harvest shows the growing importance of this line.

The Midland's first section, from Alsina to San Sebastián, was constructed by the engineer Jean Cilley; the second by the firm of Clarke and Bradbury. The latter constructed 360 kilometres of line in 15 months, with the corresponding levelling. At La Rica the embankment has a height of five metres for a length of 7,000 metres.

The zone of cultivation commences at *Enrique Fynn*. From there to *Almeyra*, flax is principally cultivated. Further on, up to *Carhué*, wheat, oats and maize prevail. In this district fields formerly devoted to breeding have been rapidly changed into cornfields. Wheat occupies the first place.

Henderson is the most important centre in this zone. The population is dense, and it has already become a village. It belongs almost entirely to the southern land company presided over by Mr. Percy Clarck, manager of the Southern Railway Co., and director, with Mr. Lertora, of the Midland.

In the course of the journey the Western Railway line and the Province of Buenos Aires General Railway Company's line are crossed several times.

At *Hortensia* there are some fine lucern fields.

The Midland has run all the time through a very rich zone of the Province of Buenos Aires, which, formerly, was unprovided with railways. The stations constructed on the line are: *Diamante*, *Caraza*, *Fiorito*, *Ingeniero Bunge*, *Agustín Elia*, *Matanzas*, *Isidro Casanova*, *Rafael Castillo*, *Liberdad*, *Elias Romero*, *Plomer*, *Enrique Fynn*, *Ingeniero Williams*, *Almeyra*, *San Sebastián*, *La Rica*, *Indacochea*, *Araujo*, *Morea*, *Dudignac*, *Ordoqui*, *Hortensia*, *Herrera Vegas*, *Francé*, *A. Berra*, *Henderson*, *Coraceros*, *Coronel Freyre*, *Casey*, *Casbas*, *San Fermín* and *J. V. Cilley*.

At *Carhué* the Midland line is between the Southern and Western lines. Its station is raised above the general level, and there is a manœuvring triangle which replaces the turn-table for locomotives when one wished to move them.

XI

From Buenos Aires to Toay (Capital of the Central Pampa.)

(*Western Railway Co.*)

The departure station is on the Plaza del 11 de Septiembre. A train leaves every day except on Sundays, at 8·45 in the evening, arriving at *Toay* at 11·55 a. m. Another train leaves on Saturdays at 7·20 in the evening and arrives on Sundays at 9·12 a. m. at *Toay*. The first train only carries passengers with sleeping-car tickets.

The first stations *Caballito*, *Flores*, *Vélez Sársfield*, and *Liniers*, are in the federal capital. The latter station is connected with the one of 11 de Septiembre by a double track. Near here are the slaughter-houses which furnish meat to the population of Buenos Aires. Then comes *Ciudadela* and *Ramo Mejía*, a flourishing village well built and the commerce of which is increasing daily. Two newspapers are published: *El Demócrata* and *El Eco del Oeste*.

At *Haedo* the important work-shops of the Western Railway Co. are located. It is a summer residence of the Buenos Aires families.

Morón (20 km.) is a nice little town, also summer residence of the Buenos Aires families. It has already more than 10,000 inhabitants. The town is lit with electric light.

Banks.—Branch office of the *Banco de la Nación*.

Doctors.—Drs. José M. Casullo, Carlos Bertagnolio, Benen, Reynecke, Zenón Aguilar, Pedro Méndez.

Dentist.—Adolfo Dickmann.

Newspapers.—*El Imparcial, La Acción, La Opinión.*

Miscellaneous.—Municipal Hospital; *Club Social del Progreso*; catholic clubs; mutual aid societies, sporting clubs, etc., Post, telegraph and telephone.

Breeding establishments.—*San Juan*, of Juan Fernández, breeding of pure breed sheep; *Haras as Ortigas*, of Ignacio Correas, breeding of very high class race horses, among which is Diamond Jubilee, bought from King Edward VII of England for 30,000 guineas which is a record; *Haras San José*, of Carlos Luro, race horses breeding.

Then follow the stations of *Ituzaingo* and *Merlo* (30 km.), from Merlo the mail coaches leave for Pontevedra; \$ 1. The neighbourhood of Merlo is occupied with dairies and market-gardens.

Moreno, G. Rodriguez and *Luján* (66 km.). This small town is situated on the right side of the Luján river, called after the name of an officer of Mendoza, who was killed at this spot in 1535 by the Querandies Indians. The place has become historical through its sanctuary and through the imprisonment of general Beresford and 44 of his officers, in 1806. Later on the generals Paz and Mitre were also imprisoned here.

Luján (25,000 inhabitants), is a flourishing and picturesque town the commercial activity of which is very important; it has several squares: Belgrano, Colón and Independencia, and a beautiful park (*Santamarina*) near the picturesque river. There are fine buildings of modern construction: the national sanctuary, the town-hall, the college of the Mariste Sisters, the one of Our Lady of Luján, the hospital, etc. A tramway with animal traction leads from the station to the sanctuary, fare \$ 0·15.

Hotels.—*De la Paz, Central, Peregrinos, Paris*, tariff by arrangement.

Banks.—Branches of the *Banco de la Nación*, and *Español del Río de la Plata*.

Doctors.—Drs. Enrique G. Merlo, Octavio Chaves, Alcibiades Rayna, Juan Creaghe, Enrique Iguna, Ricardo Castellanos.

Dentist.—José López.

Societies.—*Club Social*, several mutual aid associations, Italian, French and Spanish societies, etc.

Newspapers.—*La Opinión, El Imparcial, La Perla del Plata.*

Post, telegraph and telephone.

Breeding establishments.—*Las Acacias*, of Eduardo and Domingo Olivera; *Las Lilas*, of Lorenzo Casey; the establishment of Herrera Sons, etc. These establishments are specially devoting themselves to cross-breeding. There are also numerous farms devoting themselves to corn culture.

The Sanctuary.—The sanctuary is famous owing to the veneration of the Virgin of Luján since 1630, and represents for the Argentine catholics the Lourdes of the French and the Loretto of the Italians.

M. Juan María Gutiérrez, an Argentine writer, describes the origin of the famous picture venerated in this sanctuary as follows: «Very near this river which owes its name to a

captain of the conquerors, who had been brought there by his frightened horse from the battle at Matanza, under the reign of Philipp II whose sceptre united at that time the two kingdoms which form the actual peninsula, a Portuguese wanted to build a chapel in his country cottage and he had therefore sent for the picture of the Lady of the Immaculate Conception to be brought from Brazil. The picture arrived at the port of Buenos Aires and was put into a box which was to be carted to the interior of the land.

One of the spots where this carriage stopped, was the farm of Rosendo de Oramas, in the district of Luján; after having taken a night's rest, when the carriers wanted to put the oxen to the cart, they found that the weight of the box had been increasing in such a manner that it was useless to make the animals pull the cart onward; a marvellous force seemed to have attached it to the ground. The miracle was plain. The divine picture wanted to be honoured by the peaceful inhabitants of this happy region.

The Virgin was venerated under the roof of the first chapels long before 1677, but the actual temple was only built in 1763. The reputation of the Virgin of Luján had spread over many countries in South America as the following quatrain of an ancient hymn shows:

Con el Perú y Tucumán,
El Paraguay os adora;
Amparadnos, gran Señora,
Virgen Pura de Luján.

(Together with Perú and Tucumán, Paraguay will venerate you; protect us, great Lady, pure Virgin of Luján.)

Round this famous sanctuary the village spread out and to-day it forms a small town.

The Basilica of Luján.—This basilica is a colossal monument of gothic style which is placed on the site of the old chapel. In order to have an exact idea of this splendid building, it will be sufficient to mention that it has 25 chapels, and the sanctuary of the Virgin. Its front towers have a height of 110 metres up to the spires; the entire building is of white marble. Although it has been building a long time, it is not yet finished and workmen are continually busy.

Opendoor.—This establishment which has been built according to the most modern buildings of its kind, is situated in the district of Luján, at a distance of 67 km. from Buenos Aires. It covers 532 hectares and will be able to hold 1,500 patients when finished. The free treatment of lunatics which is based on work is used. A great portion of land is used for cultivation.

Up to Mercedes we pass the stations of Jáuregui, Olivera and Gowland.

Mercedes (98 km.) is one of the most important towns in the province of Buenos Aires, not only through its old age but also owing to its population (30,000 inhabitants), and its actual commerce. It is developing daily and has already fine buildings such as the law-courts, the town-hall, the Banco de la Nación, the training college, the church, etc. Its streets are wide and mostly well paved and set with trees; its squares are well kept.

Hotels.—*Nogués, Mercedes, Del Teatro, Iris, Galileo*; tariffs by arrangement.

Doctors.—Drs. Justino Ojea, Guido Borrà, Emilio Liri, Arturo Ameghino, A. Greene, Vicente Sisini, Mariano Centeno, M. Míguez, Leopoldo Carelli, Arturo Melo.

Dentist.—Horatio Reinoso.

Banks.—Branch offices of the *Banco de la Nación, de la Provincia, Banco Español del Río de la Plata*.

A town band plays on Thursdays, Saturdays and Sundays. A hospital and a library are being built.

Newspapers.—*El Siglo, El Centenario, La Ley, and El Orden*.

Clubs.—Social, *Progreso, Gimnasia*, fencing club, mutual aid associations and *Unione e Reciproco Amore*.

Theatres.—Universal, *Orfeón, Petit Casino*.

Post, telegraph and telephone.

Breeding establishments.—*San Jacinto*, of Saturnino Unzué, 15,000 hectares, of which part cultivates corn; *Santa Catalina*, of Guillermo Aldao, 3,000 hectares; *Bella Vista*, of Félix de Alzaga, etc.

M. J. García is a small station of little importance; but *Suipacha* (125 km.) is the centre where all the principal lines of the Western Railway Co. join. Commerce is very active in this small town and rapidly increasing. There is the railway telegraph and the provincial telegraph and the town is connected by telephone with the federal capital. Agriculture has developed considerably and there are important breeding establishment.

We then pass through *Gorostiaga* and arrive at *Chivilcoy* (157 km.). This town was founded in 1854 by Sarmiento who divided land between Swiss and Italian colonists. The name of Chivilcoy is the one of a cacique who owned a shop there selling linen and tents. This town is one of the most important on the line, from a commercial point of view. It has 52,000 inhabitants. Land in the neighbourhood is very much divided up, and therefore agriculture has been making considerable progress.

There are a post office, telegraph, and telephone connecting with Buenos Aires and numerous other towns.

Its aspect is very modern; it has a fine park in which statues have been set to Columbus, Mitre and Pellegrini; the streets are well paved and lit with electricity; there is a running water service, etc. A band plays on Tuesdays,

Saturdays and Sundays; a town hospital, a sanatorium, property of Drs. Fornos and Navarro; several clubs and societies; four newspapers: *La Democracia*, *La Unión*, *El Debate* and *La Razón*.

Hotels.—*Vallerga*, *Pinzón*, *Buenos Aires*, *Mayo*, *Español*, etc.

Doctors.—Drs. Santiago Fornos, Antonio Navarro, Roberto Amadeo, Pedro Uslenghi, Pedro Acuna, Teodorico Nicolás, Correa, Juan Oteiza, Julio Zunino, A. Mangudo.

Dentist.—Dr. Insúa.

Libraries.—*Popular*, open every day except on Sundays and holidays; *Parish Library* and *Sarmiento Library*.

Industrial establishments.—Mills: *Argentino*, *Cristóbal Colón*, *del Plata*, four foundries, three mosaic factories, two tobacco and cigarette factories, eight patent food factories, etc.

Mail coach services.—From Chivilcoy to Chacabuco, \$ 4; to Alberti, \$ 3; to 25 de Mayo, \$ 5; to Navarro, \$ 4.

A line branches off at Gorostiaga, for Anderson, passing through an agricultural and breeding region. The stations of *La Rica*, *Henry Bell*, *Gobernador Ugarte*, *Presidente Quintana* and *Anderson* which are situated on this branch, do not offer anything very special.

From Chivilcoy to Bragado.

Between these two points we find first *Benítez*, then *Alberti* (187 km.) which is making rapid progress and which has been made chief town of the district.

Hotels.—*España*, with cold and warm water bath service, tariff by arrangement.

Doctors.—Drs. Rodolfo Márquez and Atilio Petit.

Banks.—Branch office of the *Provincial Bank* and agency of the *National Bank*.

Newspaper.—*La Verdad* and *La Opinión*.

Miscellaneous.—*Centro Recreativo*, Italian and Spanish societies, post, telegraph and telephone.

Breeding establishments.—*La Daniela*, of Julio Cravius; *La Escogida*, of Tomás Elíff; *La Mariposa*, of H. Elíff; *Los Martillos*, of Lorenzo Kenny; *Las Palmeras*, of Alberto Ortiz.

The other stations are: *Larrea* and *Mechita*, and then we arrive at *Bragado* (209 km.).

Bragado is a town of 30,000 inhabitants, which is increasing its importance daily; the general aspect of the town is gay and the commercial activity very important.

Hotels.—*Fernando*, *Lincoln*, 9 de Julio, *Gastronómico*, *Central*.

Banks.—Branch offices of the *Banco de la Nación*, *de la Provincia* and *Español*.

Doctors.—Drs. Pedro León, Castro Diego Rapela, Mariano Pacheco, Pedro Núñez and Angel Alvarez.

Newspapers.—*El Argentino* and *El Censor*.

Miscellaneous.—Several clubs and sporting societies, and mutual aid associations; post, telegraph and local telephone; town band.

Breeding establishments.—*El Recuerdo*, of Belisario Biaus; *La Carlota*, of Santos Unzué; *Las Cañas*, of Alfredo Cambaceres; *El Toro*, of the successors of Antonio Cambaceres; *La Florida*, of Antonio Chappi; *Los Manantiales*, of Manuel Quintana; *Los Patos*, of Mariano Biaus; *San Francisco*, of the successors of Andrés Roqué; *Los Prados*, of Ramón Ibarra; *La Colorada*, of Mariano Ibarra, etc.

Bragado is an important centre of railway lines.

From Bragado to Líneon.—From Bragado a line branches off to Lincoln. Leaving Buenos Aires at 7'15 in the morning, one arrives at Bragado at 12'20 p. m. and at Lincoln at 2'40 p. m.; leaving Buenos Aires at 8'5 in the evening one arrives at Bragado at 12'48 in the night and at Lincoln at 3'14 in the morning.

The stations between Bragado and Lincoln are: *La Limpia*, *M. Fernández*, *San Emilio*, *Los Toldos*, *La Delfina*, and *Bayauca*.

From Los Toldos and Lincoln to Pasteur, Ojeda and Ingeniero Luiggi.—On Tuesdays and Saturdays a train leaves Buenos Aires at 7'15 in the morning and arrives at Los Toldos at 1'35 p. m. and at Pasteur at 4'20 in the evening.

Los Toldos is the chief town of the district of same name and has a certain importance.

Mail coach service.—From Los Toldos to Junín, \$ 5 per person.

Hotels.—*Comercio*, *Español*, *Centenario*, *Los Vascos*.

Doctors.—Drs. Martin, B. Diaz Icasto, and Norberto C. Torres.

Newspapers.—*Rivadavia*, *La Reacción*, *Caseros*.

Miscellaneous.—Branch offices of the *Banco de la Provincia*, town band, town hospital; *Social Club* and *Club Centenario*; post, telegraph and telephone.

The stations between Los Toldos and Pasteur are: *Chancay*, *El Triunfo*, *Vigilancia* and *Roberts*. They are agricultural and breeding centres.

On Tuesdays, Thursdays and Saturdays a train leaves at 9'30 p. m. from Buenos Aires and arrives at 4'10 next morning at Lincoln, passing through Pasteur, at 6'23, arriving at Ojeda at 9'10 and at 11'10 at Ingeniero Luiggi.

Between Pasteur and Ojeda the stations are the following: *Encima*, *Hereford*, *Cuenca*, *Pradere*, *Condarcos*, *Sansinena*, and *Villa Sauce*.

From Ojeda there are two mail coach services, one for *Vértiz*, (\$ 5) and the other for *Larroude* (\$ 3).

Hotels.—*Comercio* and *San Martín*; \$ 4 per day.

Doctors.—Drs. Auguste Blanchet and Fco. Badía.

Miscellaneous.—*Urquiza Hospital*; town band; *Sarmiento Library* (800 volumes); post and telegraph office.

Breeding establishments.—*San Alfredo*, of Alfredo Bonino, 10,000 hectares; *Santo Domingo*, of Bautista, 10,000 hectares; *La Elisa*, of M. M. de Hoz, 2,000 hectares; *San Francisco*, of Francisco Gaudro, 2,400 hectares; *La Deseada*, of Auge et Aubin, 500 hectares.

From Ojeda onward we pass *Cevallos*, *Chanilao*, *Alta Italia*, *Embajador Martini*, and finally *Ingeniero Luiggi*.

Hotels.—*Garola*, *Comercio*, *Español*; \$ 4 per day.

Banks.—Agency of the *Banco Español del Río de la Plata*, branch office of the *Banco de la Nación* planned.

Doctors.—Dr. E. González Lelong.

Miscellaneous.—A hospital is being built; a town band; a newspaper, *El Sarmiento*; post, telegraph, a telephone is being arranged for.

In the neighbourhood, 50,000 hectares of land are devoted to agriculture and breeding is also a great source of riches.

From Bragado to 9 de Julio.

Between these two points we pass through the stations of *Olascoaga* (227 km.) and *Dennehy*.

Olascoaga is a small village which will rapidly increase as the Teleb line branches off there; commerce is already very important and the surrounding region is rich.

9 de Julio (261 km.).—This town was founded in 1863 by Colonel Julio de Vedia who established an advanced blockhouse there against the Indians. It has at present about 40,000 inhabitants. There are three squares and fine

buildings amongst which the town hall, the branch office of the *Banco de la Nación*, the state college, of the church, the Spanish hospital, etc. The town is lit with electricity and has a good fresh water supply; a post office, telegraph and telephone.

Mail coach service.—There is one to Masconi station; fare by arrangement.

Hotels.—*Central, Miranda, Poggi, Grondona, Universal*; tariff from 3 to 4 \$ per day.

Music.—A band plays on Thursdays and Sundays.

Clubs.—*Hippique, Social, etc.*

Newspapers.—*El Luchador, El Porvenir, El Incendio.*

Doctors.—Drs. Pablo Zubira, Pedro San Martín, Thomas West, Santiago Gallo.

Dentist.—Dr. Sebastián Luna.

Banks.—Branches of the *Banco de la Nación, de la Provincia, Español del Río de la Plata.*

Agriculture is very flourishing; the land cultivated with wheat is estimated to cover 50,000 hectares, and that cultivating oats 25,000, and 3,000 about that growing flax.

Breeding establishments are also very numerous and important. The principal are; Avanzini Francisco, Carlos Casares, Atanacio Cevallos, Manuel Durán, Alfred Demarchi, Santos Unzué, Arthur Yeomans, Eduardo Maguire, Juan Campbell, successors to Fauzón, Malet, C. Molinero, successors to Prieto, Ortiz de Rosas, Hector Zibila, Carlos Valle, etc.

From 9 de Julio to Pehuajó.

French, 15 minutes from 9 de Julio, is a village of 2,000 inhabitants, which is increasing its importance steadily. The station is 2 *cuadras* from the principal square. The farms in the neighbourhood are numerous and important, as well as the commercial firms established in the village.

We then pass *Cambaceres, La Dorita, and Carlos Casares* (309 km.). This town was founded about 15 years ago and it has more than 10,000 inhabitants to-day. The town was founded by Antonio Maya, and the name of the station was given by the Western Railway Co. in honour of the ancient governor of the province, Carlos Casares. After Chivilcoy it is the station which exports the most wheat of the western region; more than 40,000 hectares are under corn in the neighbourhood.

Mail coach service.—Two coaches perform the service between Carlos Casares and 25 de Mayo, and one goes to Quiroga; their fare is according to arrangement.

Cabs.—The fare is \$ 1.50 per hour in the interior of the town, outside it is according to arrangement.

Hotels.—*El Roma, Internacional and de la Amistad*; tariff \$ 5 per day.

Music.—A town band plays on Thursdays and Sundays.

Banks.—Branch offices of the *Banco de la Provincia and Banco Español del Río de la Plata*; agency of the *Banco de la Nación.*

Doctors.—Carlos Lavandeira, Demetrio Arranovitch and Lorenzo Carbajal.

Newspaper.—*La Voz de Casares and El Imparcial.*

Miscellaneous.—Post, telegraph and telephone. *Club Social.*

Breeding establishments.—*San Francisco*, of the Widow Gutierrez, 3,600 hectares, 110 cultivated land, 3,000 cows, 450 horses, and 1,000 sheep;

San Alberto, of Félix Alzaga, 3,200 hectares, 400 under corn, 2,500 cows, 270 horses, 900 sheep; *La Dorita*, of Juan Fraser, 6,400 hectares, 400 under corn, 4,000 cows, 1,000 horses, and 700 sheep; *San Juan*, of J. Nelson, 6,400 hectáres, 1,600 of corn, 3,000 cows 300 horses and 900 sheep; *Estancia de Domingo Maya*, 1,200 hectares, 700 cows, 600 sheep; *Santa María*, of Juan Bellocq, 8,000 hectáres, 3,200 corn, 4,000 cows, 200 horses, 1,500 sheep; *La Matilde*, of Carlos Dinel, 3,200 hectares, 400 of corn 600 cows and 400 horses, and 200 sheep; *San Martín*, of Celedonio Salazar, 3,600 hectares, 400 of corn, 2,000 cows, 400 horses, 1,000 sheep; *Santa Catalina*, of Widow Bellocq, 3,200 hectares, 1,600 under corn, 800 cows; *Las Cortaderas*, of Claudio Martín, 6,400 hectares, 3,200 corn growing, 3,000 cows; *Los Aliados*, of Augustin Sotil, 1,600 hectares, 400 grown with corn, 700 cows; *San Esteban*, of Esteban Tolosa, 2,000 hectares, 400 corn growing, 1,000 cows; *Estancia de Pablo Dorrego*, 3,200 hectares, 1,600 of corn 500 cows, 700 sheep; *La Corona*, of Juan Campbell, 3,200 hectares, 1,600 cultivated land, 1,000 cows.

Santo Tomás is a small station where the Jewish Colonisation Association has founded a very prosperous colony. Guanaco and Chiclana are two small agricultural stations. We then arrive at Pehuajó (362 km.).

Pehuajó has been increasing its importance every day; agriculture is rapidly developing and one can already estimate that there are 40,000 hectares cultivated and under corn, besides 2,000 growing flax, 35,000 oats. Corn trade is consequently very important and numerous commercial firms have been established. The town has at present about 32,000 inhabitants but this population is increasing rapidly.

Mail coach service.—1) between Pehuajó and Bolívar, 24 leagues, \$ 8; 2) between Bolívar and the commercial firm Bella Vista, 16 leagues, \$ 5; 3) between Pehuajó and Carlos Tejedor, 18 leagues, \$ 6; 4) same route and fare as the one preceding; 5) between Pehuajó and La Zanja, 14 miles, \$ 4.

Cabs.—In the interior of the town \$ 0·50 a trip and \$ 1 per hour.

Hotels.—*Valtelina, Núñez, de France, Golfo di Napoli, El Catalán, Bau-tista Uhart*; tariff \$ 3 and \$ 4.

Music.—A town band is playing on Sundays.

Banks.—Branch offices of the *Banco de la Nación, de la Provincia, and Español del Río de la Plata*.

Doctors.—Leopoldo R. Nieto, Jorge Artigas, Eduardo Bogliano, Teófilo Méndez and Ramón Sosa.

Hospital.—*De Beneficencia*, under the patronage of a committee of ladies of the town, called ‘Society for the protection of the Poor’.

Clubs and Societies.—*Club Pehuajó & Athletic, Commercial and Industrial Centre, French, Italian and Spanish mutual aid associations, Orpheon Pehuajó, Society for the Protection of the Poor and Association of Patrons*.

Library Bernardino Rivadavia, open daily except on holidays and possessing 1,500 volumes.

Newspapers.—*El Pueblo, La Unión, Pahuajó, La Comuna*, published twice weekly.

Post, telegraph and telephone service.

The district of Pehuajó covers 5,833 square kilometres and there are 1,273 proprietors of land.

Cattle in this district is represented by:

217,183 horned cattle, of a total value of \$ 10,977,760, paper.. .

56,995 horses of a total value of \$ 2,045,700, paper.

212 mules of a total value of \$ 9,680, paper.

63 donkeys of a total value of \$ 1,516, paper.

104 goats, of a value of \$ 265, paper.

20,951 pigs of a total value of \$ 319,245, paper.

Industrial establishments.—A mill and grain elevators and a factory of patent foods, two foundries, etc.

From Pehuajó to Tres Lomas and to Maza.

The train leaving Buenos Aires on Mondays, Tuesdays and Saturdays every week at 8·45 p. m., arrives at Pehuajó next morning at 5·27; on Wednesdays, Fridays and Sundays at 5·55 a. m. it travels by the branch line to Tres Lomas where it passes the small stations of *Alagón*, *Albarino*, *Duhau*, *Corazzi*, *30 de Agosto*, and *La Porteña*. From *Tres Lomas* a train of the Buenos Aires and Pacific Railway Co. leaves at 12·30 p. m. passing through *Quenoma*, *Garciarena*, and *Los Gauchos* and arrives at *Maza* at 2·30 p. m. This small line is being continued and will soon be ready for traffic.

From Pehuajó to Trenque Lauquen.

From Pehuajó to Trenque Lauquen we pass the stations of *F. Madero*, *Passo*, *Berutti* and *Primera Junta*.

Trenque Lauquen (433 km.) is a small town of about 20,000 inhabitants, having taken its name from the Araucanian «trelque lafquen» (*Trelque*: leather; *lafquen*: lagoon) which means «leather-lagoon».

It is one of the centres where agriculture has been most developed during recent years; only a few years ago, agriculture was considered impossible in this region, and it was only after the success of some plucky cultivators, that the extraordinary fertility of the ground was recognised; the consequence of this has been a considerable increase of value. In the neighbourhood about 20,000 hecatares are under wheat 2,400 flax and 50,000 oats; there are also immense lucern-fields.

Mail each service.—From Trenque Lauquen to San Mauricio, \$ 7·50 per person; Trenque Lauquen to *América*, \$ 7 per person.

Cabs.—Interior of the town, \$ 1 per trip; \$ 1·50 per hour. In the country \$ 5 the first league and \$ 3 the following.

Hotels.—*Simón*, *Royal*, *Comercio*, from \$ 5 to \$ 6 per day.

Banks.—Branch offices of the *Banco de la Nación* and of the *Banco Popular Español*.

Doctors.—Drs. Pedro Orellana, N. Magdalena, and J. Moguellanas; the latter owns a sanatorium.

Hospital.—*Misericordia*, near the town.

Societies.—*Club Social*, Italian mutual aid association.

Newspaper.—*El Independiente*.

Town library open daily.

Post, telegraph and local telephone.

Breeding establishments.—Estancia de E. Santamarina; *La Cristiana*, of Eduardo Ardiumo; *El Hinojo*, of Eloy Baldovino, *San Francisco*, of Juan Barbe; *La Pradera*, of Amer Blanch; *La Botica*, of Emma and Berthe Bousson; *Santa Filomena*, of Tomás David; *La Blanqueada*, of Noel Dutré; *La Unión*, of Pierre Spain; *San Juan*, of Graciarena; *La Porfia*, of Martín Lanz; *San Pablo*, of Jaime Serralta; *Santa Ana*, of Faustino Tronge; *El Carmen*, of Angel Unzué; *El Moro*, of Manuel Vázquez; *Pehuelches*, of Mario Vernhes; *El Divisadero*, of José Zarino.

From Trenque Lauquen to Carhué.

The train we have been speaking about which leaves Buenos Aires on Mondays Tuesdays, Thursdays and Fridays at 8·45 p. m. in order to arrive next morning at 5·27 at Trenque Lauquen, leaves this point at 5·45 for Carhué, passing through *La Zanja, Pehuelches, Tres Lomas, Ingeniero Thompson, Salliquelo Fatrelo*, and arrives at 11·20 a. m. in Carhué. From Salliquelo a branch of the Railway Co. Buenos Aires and Pacific Railway Co. runs to *Rivera* and *Doblas*.

From Trenque Lauquen to Toay.

Up to Catriló we pass the stations of *La Zanja, Mari-Lauquen, Pellegrini* and *de Bary*.

Catriló (523 km.) is an important station where the lines from Buenos Aires to Toay and from Bahía Blanca to Justo Daract join. The town will certainly increase rapidly as soon as the great land owners of the neighbourhood decide to divide their properties and devote them to agricultural purposes.

After Catriló we pass the stations of *Lonquimay, La Gloria, Uriburu* and *Anguil* and we arrive at *Santa Rosa de Toay*, the capital of the central Pampa, the station of which is called Lagos and which must not be confounded with next station which is Toay.

Santa Rosa de Toay is 615 km. from Buenos Aires.

Hotels.—*Grand Hotel, El Apolo, La Amistad.*

Doctors.—Drs. José Oliver and Ignacio Galdoz.

Miscellaneous.—Band; hospital; libraries *Alberdi* and *Sarmiento*; post, telegraph and telephone; newspapers: *La Capital, Pampa Moderna, La Autonomía*; branch office of the *Banco de la Nación*.

Central Pampa.—The Central Pampa is national territory; its population, according to latest statistics, amounts to more than 90,000 inhabitants, and is rapidly increasing. This population was but 45,639 inhabitants in 1905. The area is estimated at 145,907 square kilometres.

The rapid progress of this territory, the increasing cultivation of corn and lucern, the increase of commercial establishments and the floods of immigrants who spread all over every year, have constituted one of the most important phenomena of Argentine life during recent years.

Agriculture was completely unknown there until recently, but now it has been started and is making use of the land which was devoted to the breeding of cattle formerly. At present the area under wheat in this territory, represents 12·13 % of the total surface under this cereal in the territory of the republic; the area growing flax 0·80 % and that growing oats 6·60 %. The number of hectares being cultivated in the Pampa, which was 10,433 in 1895 has increased to 1,125,800 hectares (cereals) in 1911. As a consequence of this rapid increase of cultivation, the value of land has attained extraordinary proportions.

Dr. J. Luro, formerly governor of the Pampa territory, describes the geological constitution and the exterior aspect of the Pampa as follows:

“I have been forming a rough idea about the Pampa, which idea a more detailed study could not change in its essential lines. The geological consti-

tution, the characteristic physiognomy and predominating vegetation are the same all over with some accidental variations. A thing probably unknown is the fact that the Pampa has nothing of the pampas in the real meaning of the word. The province of Buenos Aires looks much more like a pampa: here one does not see that monotonous uniformity, which is only interrupted by plantations and estancias.

The Pampa is very hilly and its aspect is that of Uruguay much more than of the province of Buenos Aires. If one crosses it by railway or on horseback, one sees a panorama of hills and valleys of some importance. Long series of sand drifts covered with vegetation, interrupt the horizon in more than one place and often groups of trees dot the landscape, even if they are not enough to form woods. No rivers or brooks: the sandy and spongy ground absorbs the rains; occasionally one finds at the bottom of some excavation a lagoon, generally of salt water and haunted by Mirasols (look-into-the-sun) whose brilliant feathers make the landscape look bright. That is the Pampa: its chalk mantle sometimes whitens the flat land, but the loose sand, which, in the heat of the sun, reflects the entire country, prevails nearly all over; the bitter fodder, the rare gramineous plants (piquelin, chañar, alpataco) some small trees which alternate with the silhouette of the guanaco, the ostrich and rare flocks of cattle and wild horses which appear suddenly like large shadows through the mirage of the vast desert; these are the characteristics of the Pampa.

XII

From Buenos Aires to Navarro, 9 de Julio and Curaru.

(*Province of Buenos Aires General Railway Co.*)

The departure station is at the corner of Avenida Vélez Sársfield and Calle Suárez. Three trains do the service to Navarro: the first one leaves at 7·4 a. m. and arrives at Navarro at 10·17; it continues to 9 de Julio where it arrives at 2·27 p. m.; the second leaves at 5·40 p. m. and arrives at Navarro at 8·15; finally, another train leaves on Tuesdays, Thursdays and Saturdays at 9·30 p. m., arriving at Navarro at 12·20 at night and at 9 de Julio at 5 a. m. and at Curaru at 8·25 a. m.

The three first stations we pass are: *Saenz*, *Villa Soldati*, and *Lugano*, and they are within the boundary of the federal capital. The following ones are: *B. Circunvalación*, *Tapiales* and *González Catan* which are used by suburban trains. Then follow *Pontevedra*, *Marcos Paz*, and *Villars* where the line to *Rosario*, *Lozano* and *Navarro* branches off.

Navarro (14,000 inhabitants) is a flourishing little town, chief town of the district of the same name. Agriculture and breeding are very prosperous in the neighbourhood.

Cabs.—Fare, \$ 1 per hour.

Hotels.—*Martín Lespada*, *Bros. Landetta*, *Nicolás de Andrea*, *Enrique Melazzi*; tariff, \$ 2 per day.

Doctors.—*Agustín Piaggio*, *Ireneo Arenas*.

Banks.—Branch offices of the *Banco de la Nación*, *Español del Río de la Plata*, and very soon one of the *Banco de la Provincia*.

Societies.—*Club Social*, *Italian*, *Spanish* and *Cosmopolitan societies*.

Sarmiento Library, open Tuesdays, Thursdays and Saturdays (3,000 volumes)
Newspapers.—*Gotas de Tinta*, *El Derecho*, *La Reacción*, *Irupé* (magazine).

Miscellaneous.—A band plays on Thursdays and Sundays; post, telegraph and telephone is being arranged for.

Agricultural and breeding establishments.—*La María Laura*, of Antonio Aragonés, *La Trinidad*, of Domingo Bargas; *Santa Rosa*, of José Bernasconi; *Bella Vista*, of Pedro Domínguez; *Maria Dolores*, of Heraclio Echegaray; *San Cristóbal*, of Manuela M. de González; *La Tuna*, of Wid. Maguirre; *El Rincón*, of Carlos Moll; *La Rica*, of Justo Moll; *La Elsa Elba*, of Juan Moreno; *La Adriana*, of José Ramírez; *San Patricio*, of Corti Rivas; *Santa Elena*, of Segunda Rocca; *La Segunda*, of N. Raffo; *La Primavera*, of Tomás Santana; *El Placer*, of Angel Velaz; *La Celia*, of Raoul G. Etcheverry is an important establishment; it has 500 cows, 300 horses, 1,000 sheep, and 500 pigs, all of them pure bred animals.

From Navarro a line branches off to *Lobos* (Southern Railway Co., 20 km.).

About 2 km from Navarro Colonel Dorrego was shot. The next stations are mainly villages which are only being formed and which are increasing rapidly. There are: *Anasagasti*, *Las Marianas*, *Moll*, *Moquehua*, *Ramón Biaus*, *Achupalla Pla*, *Palantelen*, *Asamblea*, *Comodoro Py*, *Patricios* (the Railway Co. has planned a line from Patricios to Salliqueló), *9 de Julio*, which we know already, *Fauzon*, *La Niña*, *El Jabalí*, *Moctezuma*, *Smith*, *Ancón*, *Abel*, *Kilómetro 380*, and finally *Curaru*.

Part of the line planned from Patricios to Salliqueló is to-day open to traffic. The last mentioned train arrives at 4·4 in the morning at Patricios, and leaves from there at 4·20 in order to reach *Victorino de la Plaza*, where it arrives at 9·35 in the morning.

XIII

From Buenos Aires to Meridiano V and to Telen.

(Western Railway Co.)

From the Plaza Once de Septiembre three trains leave for different stations on this line. The first at 7·15 in the morning, arrives at Bragado at 12·20, leaving this station at 12·45 p. m. and arriving at Timote at 4·25 p. m. The second leaves at 8·15 in the morning, passing through Suipacha, and Lincoln, arrives at Timote at 4·30 p. m. and at 7·50 p. m. at Pico. The third one leaves at 8·5 in the evening on Tuesdays, Thursdays, and Saturdays, arriving next day at 12·40 p. m. at Telen, passing through Bragado.

The route of this train is already known to us up to *Olascoaga*, a station which follows Bragado immediately and where the line leaves that leading to Toay.

The following stations are: *Naon*, *Prieto*, *Neild*, *Quiroga*,

Martinez de Hoz, Las Toscas, La Pradera and *Timote* (380 km. where the line joins that coming from Lincoln.

Carlos Tejedor (398 km.) which is next, is the chief town of the district of the same name and an important agricultural and breeding centre.

Mall coach service.—*Alvarez*, from Tejedor to Pehuajó, \$ 6 per person.

Cabs.—Tariff, \$ 0'50 per trip in the interior of the town and to the station; \$ 1'50 per hour.

Hotels.—*Palermo* (cold and hot baths), *Collins*, *Progreso*, and *Comercio*.

Plaza Carlos Tejedor, in the centre of the town, where a fine marble monument of Carlos Tejedor has been erected.

Doctors.—*Carlos Coronel*, *Alfredo Haedo*, *Juan Viaggio*.

Miscellaneous.—A town band plays on holidays and Sundays in the square; hospital *Carlos Tejedor*; *Club Sportsman*; weekly newspaper *La Comuna*; post, telegraph, telephone (connection with the neighbourhood).

Agricultural and breeding establishments.—*Don Alberto*, of *Alberto Almiron*; *Los Indios*, of *Lezica Alvear*; *San Carlos*, and *San Luis*, of the successors of *Brondi*; *La Argentina*, of *Alberto Brown*; *La Manuela*, of *Diaz & Co.*; *Miraflores*, of *Juan Elgues*; *San Silvestre*, of *Rómulo Franco*; *La Paloma*, of *Julio Fallet*; *La Sofía* of *Emilio Bros*; *Sargent Cabral*, of *Fabián Gambier*; *El Criollo*, of *Ricardo Haedo*; *El Oriental*, of the same; *El Aguarda*, of *Vega Herrera*; *San Patricio*, of *Arturo Herbert*; *Hereford*, of *Arturo Jenous*; *24 de Noviembre*, of *Lafuente Bros.*; *La Primavera*, of *Pedro Laigovy*; *San Pedro*, of *José Leunda*; *Santa Teresa*, of *Antonio Montarce*; *La Fortuna*, of *Juan Petersen*; *El Desobediente*, of *José Porta*; *El Milagro*, of *Juan Viaggio*; *Marta Rosa*, of *Raoul Villanueva*.

About 25,000 hectares of land are sown with corn.

The next stations are those of: *Santa Inés*, *C. Sere*, *Cerrito*, and *América* or *Rivadavia* (450 km.), chief town of the Rivadavia district.

América is a nice little town with about 5,000 inhabitants, with numerous commercial firms, a branch office of the *Banco Español del Río de la Plata*, a town hospital; a post and telegraph office; local telephone service; a social club; Spanish and Italian mutual aid associations; two newspapers: *El Imparcial* and *El Orden*.

Agricultural and breeding establishments.—*La Perita*, of *Juan Charpin*, 6,000 hectares; *La Elisa*, of *Frederic Grobly*, 2,500 hectares; *La Bavaria*, of *Godefroy Hess*, 6,500 hectares; *La María*, of *Pedro Nicolás*, 1,900 hectares; *La Rivadeo*, of *Emilio Fernández*, 7,000 hectares; *La Cristina*, of *Eduardo Arduino*, 5,100 hectares.

About 35,000 hectares of land are sown with corn.

We then find *San Mauricio*, and afterwards *Meridiano V* (488 km.).

Meridiano V is a rapidly increasing town; it has numerous commercial firms with large capital and a branch of the *Banco de la Provincia*. Agriculture has been rapidly developing: in 1906 about 8,000 hectares were cultivating corn, and in 1911, 42,000 hectares.

The principal agricultural and breeding establishments are: *Santa Aurelia*, of *Bartolomé Ginocchio*, 30,000 hectares, of which 24,000 hectares are sown with lucern; *Los Trebolares*, limited company, etc.

Los Trebolares and *General Pico* are recently founded villages (524 km.).

Pico is on the railway line from *Bahía Blanca* to *Justo Daract*. It is a village of a certain commercial importance which grows every day. Agriculture is rapidly developing; 20,000 hectares are cultivated whilst in 1906 agriculture did not exist here.

Hotels.—*Cortelezzi*, *Comercio* and *La Luz*.

Doctors.—*Adon Pereyra*, and *Enrique Groppe*.

Miscellaneous.—Branch office of the *Banco de la Nación*; band; Spanish and Italian mutual aid associations; recently founded library; two newspapers: *El Eco* and *Sarmiento*; post, telegraph and telephone.

The numerous farmers, as well as the large breeding establishments of the neighbourhood, and the easy communication with *Buenos Aires* and

Bahía Blanca, will ensure a brilliant future to Pico, and make it one of the most important towns of the Pampa.

From Metileo, the station which follows Pico, a line branches off towards Trenel, Arala and Caleufú.

Monte Nicas and *Colonia Castex* have a real agricultural importance. The next stations: *Boeuf*, *Conhelo*, *Rucanelo*, *Luan Toro*, *Loventuel*, *Victorica* and *Telen* are more particularly breeding centres.

At *Loventuel* there is a national colony where the recipients of concessions mainly cultivate maize and lucern. There are large woods in this region and hills of small height, and particularly two small mountains called *Ojos de Agua* (water-eyes). The troops of General Victorica fought very hard in this region against the Indians who were finally defeated near a lagoon called Leventue.

Victorica has a relative importance; the village has two hotels: *Comercio* and *Français*, a branch office of the *Banco de la Nación*; a library of 3,000 volumes (Bartolomé Mitre); two newspapers: *El Heraldo* and *La Voz de Victorica*; post and telegraph service and telephone connection with Telen.

Telen is the terminus station, situated 705 km. from Buenos Aires; it will develop rapidly. There are two hotels (Telen and *Français*), the *Banco del Crédito Rural* de Telen, a post office, telegraph and telephone belonging to Mr. Capdeville.

The principal breeding establishments are.—*Telen*, of A. Capdeville, 5,000 hectares, 2,000 cows, 3,000 sheep, 500 horses, 1,000 mules; *Las Dos Marias*, of Pablo Jalabert, 5,000 hectares, 500 cows, 4,000 sheep, 50 horses; *La Pradera*, of José Joubert, 2,500 hectares, 500 cows; *La Marcela*, of Lorenzo Kenny, 5,000 hectares, 500 cows, 2,000 sheep, 200 horses, 1,500 mules; *La Morocha*, of Armando Lernoud, 15,000 hectares, 5,000 cows, 4,000 sheep, 1,000 horses and 500 mules; *Poitague*, of Hugo von Bernhardt, 15,000 hectares, 10,000 cows, 1,000 sheep, 500 horses, 100 mules; *Los Manantiales*, of Aurelio Berro and Buján, 10,000 hectares, 3,500 cows, 7,000 sheep, 400 horses, 100 mules; *La Vasconia*, of Martín Urtuzin, 10,000 hectares, 4,000 cows, 5,000 sheep; *La Unión*, of Antonio Errea, 10,000 hectares, 4,000 cows and 5,000 sheep, etc.

XIV

From Buenos Aires to Villegas, Realicó and Bagual.

(Western Railway Co.).

Three trains are being run on this line and leave from the stations on the Plaza del Once de Septiembre. The first one leaves at 8·15 a. m., on Tuesdays, Thursdays, and Sundays, and goes as far as Villegas where it arrives at 6·15 p. m.; the second one leaves at 8·5 p. m. on Mondays, Wednesdays, and Fridays, and, travelling by the Bragado line and passing through Lincoln, it arrives at 12·25 p. m. next day at Bagual. Finally, a third train leaves at 9·30 p. m. and goes as far as Realicó where it arrives next day at 10·45 a. m.

We will follow the route of the first and the last, and continue up to Bagual.

We already know the route up to *Suipacha*. There, we take the most northerly route and passing through *Báez*, *Ayerza*, *Huergo*, *Mom*, *Segui*, *Warnes*, *O'Brien*, *Zavalia*, *Quirno Costa*, *Bayauca*, arrive at *Lincoln* (300 km.).

Lincoln is a prosperous town having made great progress

during these last years. It was founded in 1856 and has now about 5,000 inhabitants; it is the chief-town of the district.

Mail coach service.—From Lincoln to Valdivia \$ 5.

Cabs.—From the station to the town (12 cuadras), \$ 0·50 in the day-time and \$ 0·80 at night-time.

Hotels.—*Argentino* and *Roma*.

Banks.—Branch offices of the *Banco de la Nación*, *de la Provincia* and of the *Banco Español del Río de la Plata*.

Doctors.—García Tuñón, E. Nogués, A. Guidi, A. Pistonatto, J. Pujol.

Dentist.—A. Nogués.

Newspapers.—*El Heraldo* and *El Tribuno*.

Miscellaneous.—Town band, library open daily, post, telegraph and telephone.

Agriculture and breeding are the most important sources of wealth; their progress is rapid and continual, and therefore the value of ground has been increasing much. There are about 15,000 hectares of cultivated ground under corn and 10,000 besides under flax and 30,000 under oats.

A line branches off from Lincoln towards Arenaza, Roberts and Timote.

From Lincoln to General Pinto.

Intermediate stations.—Balsa and Dussaud.

General Pinto (349 km.) is a pretty little town of commercial importance and chief town of the district of same name. It has 12,500 inhabitants.

Mail coach service.—From Pinto to Germania, 6 leagues, \$ 3.

Tariff of cabs.—\$ 2 per hour.

Hotels.—*La Perla* (warm baths) and *Progreso*, \$ 5 per day.

Doctors.—Carlos Pérez and D. Delacroix.

Italian, Spanish, French and cosmopolitan societies.

Miscellaneous.—Branch of the *Banco de la Provincia*; municipal hospital, post, telegraph and telephone.

Agricultural and breeding establishments.—*San Rafael*, of Diego Barreto, 10,000 hectares, 7,500 lucern, 5,000 cows; *San Juan*, of Duggan Bros., 27,500 hectares, 10,000 lucern, 12,000 cows, 5,000 sheep; *San Agustín*, of the successors to Barneche, 2,500 hectares, all lucern, 1,000 cows; *La Pelada*, of Pedro Gano, 5,000 hectares, 2,500 lucern, 1,500 cows, 600 pigs; *El Central*, of the successors to Brown, 15,000 hect., 7,500 hect. lucern, 7,000 cows, 10,000 sheep.

About 35,000 hectares are sown with cereals and flax in the surrounding properties.

From General Pinto to Villegas.

Intermediate stations.—Pazos Kanki, Los Callejones, Eduardo, Costa, Halsey, Volta, Durable and Moores.

Villegas (458 km.) is one of the most important towns of the west, the chieftown of the district surrounded by important agricultural and breeding establishments. Its population numbers 10,000 inhabitants.

Mail coach service.—From Villegas to Piedritas, \$ 4.

Cabs.—Fare per 10 cuadras: \$ 0·50; \$ 1·30 per hour.

Hotels.—*Las Palmas*, *Americano*, *El Progreso*, *Umberto I*; tariff by arrangement.

Doctors.—Guthmann, Luna, Magdalena.

Societies.—*Club Social*, *Club Progreso*, Spanish and Italian societies.

Newspapers.—*El Comentario*, *La Verdad*, *El Criterio*.

Miscellaneous.—Municipal band; hospital; sanatorium; post, telegraph and telephone.

Agricultural and breeding establishments.—*La Cantábrica*, *La María*, *La Batida*, *San Jorge*, *El Arbol*, *La Emma*, *La Argentina*, *Carlos Brown*, Drabble Bros'. etc.

More than 40,000 hectares are cultivated.

From Villegas to Realicó.

The station of *Elordi*, *Banderalo*, *B. Larroudé*, *Sarah*, *Mariano Miró*, *Aguas Buenas* and *A. Van Praet*, are surrounded by prosperous agricultural colonies as well as important breeding establishments.

Realicó (572 km.) is also on the railway line from Bahía Blanca to Justo Daract; it is a small town which is going to develop rapidly, having already a fairly important trade.

Hotels.—*Sebastián Gandini*, *Imperial*, *Teodoro Ferreyra*, *Centenario*; tariff by arrangement.

Doctor.—Antonio Espinosa.

Bank.—Branch office of the *Banco de la Nación*.

Italian and Spanish mutual aid associations, and *Centro Recreativo*. Avellaneda Library, open daily; post, telegraph, and telephone shortly.

Agricultural and breeding establishments.—Traverso and Co., 10,000 hectares of cultivated land; Thomas Mullaly, 10,000 hectares of cultivated land; Rosa and Farina, 5,000 hectares of cultivated land; M. Herrera, Pedro Pucheo and Rossell, etc.

From Realicó to Bagual.

From Realicó onward we do not pass any important station; all have been opened recently and are rapidly developing because the ground is very fertile and fit for corn culture. The stations are: *Simón*, *Quetrequen* (60,000 hectares cultivated ground), *Rancul* (15,000 hectares of wheat), *Chamaicol*, *Nueva Galia*, *Fortuna* and finally *Bagual* (695 km.) which is for the moment the terminus of the line and which has already an important trade notwithstanding its recent creation.

XV

From Buenos Aires to El Tigre and to the Paraná Delta.

El Tigre, a picturesque locality in the neighbourhood of Buenos Aires, also called with little modesty «Little Argentine Venice», is connected with the federal capital by two railway lines, both of which belong to the Central Argentine Railway Co. The first line has about 50 daily trains and the other, which follows a different route, has about 30 trains.

The ticket for *El Tigre* confers the right to use either line. The distance from *El Tigre* to Buenos Aires is 30 km. and the trains take half an hour. There is also a well-paved road leading to *El Tigre* which is much frequented by motor-cars, during the summer. The route used by the two lines is one of the most picturesque of the Republic and ought to be known to all tourists, especially if they make use of it in summer, when the northern suburbs of Buenos Aires are filling with families from the capital, using numerous «quintas», chalets, or cottages. We will describe the two routes separately.

a) From Buenos Aires to *El Tigre* (*via Núñez*).

The stations situated within the area of the capital are: *Retiro* (Calle Maipú and Paseo de Julio), *Recoleta* (Avenida

Alvear and Calle Junín), Palermo, Golf, Belgrano, Núñez and Rivadavia.

After having left Retiro station, the train passes through a part of the city which is very thickly populated and one of the finest of the city of Buenos Aires. We will not speak about the stations of Recoleta, Palermo, Golf, Belgrano, Núñez, Rivadavia, and Vicente López, because these, after all are in the federal capital. Olivos is a summer resort and there are some fine villas; it has three stations: Olivos, Bartolomé Mitre and Borges.

The hotel Carapachay, whose door opens on to the station, at Olivos, of the Central Argentine Railway, and which is 200 metres from the station at Borges, on a branch line of the same railway, is a short distance from Buenos Aires, and communication is afforded by an almost infinite number of trains, which take from 14 to 20 minutes for the journey.

The hotel possesses a first-class staff, and the service is most comfortable; each room and each suite is provided with bath, dressing-room, W. C. hot and cold water, heating apparatus, electricity, etc. Excellent service and very moderate terms.

Well-paved and much frequented roads place the hotel in communication with Buenos Aires and the coastal towns. The place is much frequented, and society has established its residence there.

The situation of the hotel, on a hill overlooking the Río de la Plata, makes the place a most picturesque one. All kinds of diversions (lawn tennis, dinners and concerts several times a week, fireworks, band in the large park, etc.), increase the charm of the stay. The hotel is specially recommended for families; those of several members of high society have stayed there: those of the President of the Republic, Drs. Figueroa Alcorta and Sáenz Peña, the ex-minister of marine, Rear-admiral Betbeder, etc.

It is proposed to make a bathing resort on the river, opposite the hotel, and in a short time the picturesque town of Olivos will be united to the federal capital (Buenos Aires), by a service of electric tramways, and the Central Argentine Railway lines will also run electric trains, which will without doubt shorten the time of the journey and render it still more agreeable.

In one of the rooms of the hotel is the famous sculpture by Pardo de Tavera, «The Secret of the Rock», awarded Grand Prix at the St. Louis exhibition in 1904.

Requests for apartments or information should be addressed by post to the hotel manager, or by telephone: Unión

Telefónica, 7 San Isidro, or cooperativa Telefónica, 7 Olivos.
(See advertisements).

Everything that can be obtained in Buenos Aires itself is obtainable also in Olivos, for it is only a suburb of the city.

At Olivos there is also the establishment Azeuénaga for breeding high-class animals. This establishment, the property of Mr. Villatte Olaguer, is composed of a magnificent park, which resembles more a public park than a private property. It extends from the house to the railway line, and has been laid out in the best taste. The buildings for the animals are of the most modern pattern, and give the impression that no expense was spared to make the establishment a model of its kind. The cattle-sheds, which take the form of an immense T, are ample, airy, and original; each box is independent, and the animal has a space of two metres square, where he is enclosed without being attached. Another building, also intended for bulls, is close to the one just described; it is at present used for fat stock. Among the latter there are some which weigh as much as 792, 935, and even 945 kilos.

Martínez is also a summer resort, and a little further on we pass through *San Isidro* which has a fine Gothic church which has been built by public subscription. Then follow *Victoria* and *San Fernando*, a chief town of a county. San Fernando, San Isidro, Martínez and Victoria are amongst the favourite summer resorts of the Buenos Aires population; the first of these towns has more than 15,000 inhabitants. There is a fine church, a library of 40,000 volumes, a branch office of the *Banco de la Nación*, several newspapers (*La Razón*, *El Pueblo*, *El Combate*, *La Voz de San Fernando*), a hospital, and several means of communications with the capital. In the north of the town there is the canal San Fernando, passing through the dry-land and extending over a distance of a kilometre; it is used by the coasting-vessels owned by Urmeneta Bros., (3 steamers), Olivera (one steamer), José Luciano (3 steamers), Isleños Unidos Co. (one steamer).

Museum.—The museum of this town was founded by Juan Madero. Among the objects which can be seen there, is the writing-table of Admiral Brown, the writing-table of Bernardino Rivadavia, during his presidency (1826-1827), a Moorish table presented by the Arteaga family to General Pueyrredón when he resided at Granada (Spain). This table dates from the dominion of the Moors in Spain. There is also a chair of the cacique Sayhueque, king «de las Manzanas» and a case containing ammunition of the Indians.

The epaulettes of marshal Solano López, the cap of a soldier of his escort, a cigarette-case belonging to Belgrano and numerous antiquities.

Finally we arrive at El Tigre about which we will speak later on.

b) From Buenos Aires to El Tigre (*via Coghlan*).

This line is the same as far as Belgrano; from this point it goes towards Coghlan which is part of the capital, passing afterwards through Saavedra, Florida, Bartolomé Mitre and Colonel Borges, which we know already under the name of Olivos. All these stations are on the banks of the Río and from the train one can admire its panorama.

Anchorena, San Isidro, Punta Chica are suburbs of Buenos Aires where part of the population of this city passes the summer months, or live there and at the same time attend to their business in the city. We have already spoken about San Fernando and the canal of San Fernando, which is the station preceding El Tigre. From the railway station a tramway owned by the Central Argentine Railway Co. leads to the Hotel del Tigre. The distance is 2,200 metres and the fare \$ 0'10 per person. The cabs charge \$ 0'80 per trip of 10 cuadras and \$ 1 for a trip not exceeding 20 cuadras, \$ 1'50 for the first hour and \$ 1 for the following hours. If the trip extends over more than a limit formed by the rivers Tigre, Las Conchas, Luján, Rincón and the corner of Calle Rocha and the canal, the tariff is \$ 2 for the first hour and \$ 1 for the following hours.

The Tigre Hotel is an important establishment situated on the Luján river and between the Las Conchas and Tigre rivers. It is lit with electric light, has cold and warm water baths and in general all one can desire in first class hotels. Its tariff is \$ 10 per day per person; it takes boarders by the month on special terms. The principal restaurants are: del Globo, Garibaldi, Centenario, de los Clubs, etc.

Doctors.—Justo Beret, P. Fernández, P. Ferrer, Trollet, L. Perrera.

Banks.—The *Banco de la Nación* has a branch office near the railway station.

Music.—There are two bands, one of which plays at the B. A. R. Club.

A hospital *Las Conchas* is situated near the Río Luján.

The post and telegraph office is situated near the station and the town is connected by telephone with Buenos Aires (*Unión* and *Cooperativa Cos.*).

Port of El Tigre.—There is no navigation Co but the service for the islands is undertaken by small private steamers which accept passengers and mails. These steamers are: *Correo de la Espera*, *Florida*, *Unión Luján* and *Unión Carapachay*.

Industrial establishments.—At El Tigre there are several saw-mills, preserved meat factories and mechanical work-shops. El Tigre is important in fruit production, part of which is consumed in Buenos Aires, while another part is exported.

Agricultural and breeding establishments.—The islands of the Paraná

-delta are covered with fruit trees and grow corn; the limited company *Isleña Plantadora* is an important agricultural establishment as well as the estancia of Mr. Pacheco.

Club Social.—This club is fitted out with comfort and magnificence, and is the centre of fashionable parties. It offers numerous attractions to its members and their families. It has fine rooms, a good restaurant, and magnificent gambling-rooms. During summer it arranges very smart and elegant balls which are very much in favour. Admission to the club is only permitted to shareholders (\$ 1,000 per share) and to persons having obtained a pass.

XVI

From Buenos Aires to Mendoza, San Juan and to Chili.

(*Buenos Aires and Pacific Railway Co.*).

Retiro Station, in Calle Maipú and Paseo de Julio; *Palermo*, station in the Parque 3 de Febrero.—Information-office, telegraph and tickets at the corner of Calle Florida and Calle Córdoba. The Villalonga Express Co. (Calle Balcarce 236) and «La Confianza» (Calle Sarmiento 313) issue tickets and register luggage. The latter can also be deposited at the above mentioned information-office.

The management reserves cars or compartments for passengers asking for same 24 hours in advance, paying at the same time 3/4 of the price of the seats (if the number of passengers is less than three quarters of seats available in the compartment reserved); every seat above this proportion must be paid in full. Compartments are also reserved for families in sleeping-cars; in this case 1 1/2 tickets and one berth and a half must be paid for a compartment with two berths; 3 tickets and 3 berths for a compartment of 4 berths.

The trains between Mendoza and Buenos Aires have a fine restaurant-car as well as sleeping-car lit and ventilated by electricity.

Days of departure: Thursdays and Sundays at 8.20 a. m.; time of journey 38 hours by the International Express.

Distance up to Mendoza: 1,045 km.; San Juan, 1,202 km.; Cacheuta, 1,083; Puente del Inca, 1,206; Las Cuevas, 1,223; La Cumbre, 1,231. Price of journey up to Chili: \$ 146,60 paper. Up to *Pilar* station there is a suburban service of more than 40 trains daily. In the city of Buenos Aires we pass the stations of Palermo, La Paternal, Villa del Parque and Villa Devoto, all connected with the centre of the city by electric tram lines.

Formerly the Buenos Aires and Pacific Railway Co. employed the Central Argentine Railway's line, but now it has its own line passing over a fine viaduct at the foot of which a fine panorama can be admired.

Villa Devoto has the appearance of a suburb, although it is part of the city, on account of its cottages and country-houses. It has a shooting range owned by the Italian colony, which covers an area of 100 metres wide and 1,000 metres long, and which is protected by two longitudinal embankments and 8 oblique ones at the sides. There are 30 targets, 24 of which are for rifle shooting at 300 and 500 metres, and 6 for revolvers-shooting at 10 metres. The targets are made out of wood and mounted according to a system used in Italy for national shooting under the name «a saliscendi» because one goes down while the other goes up. At Villa Devoto Mister Juan A. Hall has built a villa which has one of the finest gardens in the Republic; there is a glass-house worthy of special mention containing 1,500 different kinds of orchide.

There is also an Orphan's Asylum managed by the St. Vincent of Paul Association with a chapel opened on April 23rd. 1902 which is exclusively used for the establishment; an asylum called «Umberto Primo» built by the generous philanthropist Antonio Devoto. The first stone of this building was laid in February, 1904, and the godfather of the establishment is the Duke of the Abruzzi, Prince Louis of Savoy. The Seminario Conciliario of Buenos Aires occupies two «manzanas»; the sisters of mercy have a convent, a chapel and a college; the National Council for Education has two schools, one of which is for girls.

Societies.—Italian mutual aid association; Skating Club, etc.

Newspaper.—*El Despertador*.

Sáenz Peña is a station which has been built recently and connected with Buenos Aires by tram line of the Lacroze Co.

Santos Lugares and *Caseros* are the next stations; *Caseros* (19 km.) is famous in the history of the Republic for the memorable battle which took place there on February 3rd., 1852, between the troops of General Urquiza and those of the tyrant Rozas. The result of this battle was the downfall of the tyrant and the commencement of an era of liberty and progress.

The train passes at *El Palomar*, a station situated near the *Campo de Mayo* where the barracks and manoeuvre field of part of the troops of the national army are located. From there a railway line will be built with official funds in order to connect the *Campo de Mayo* with *El Palomar*. Near this station is the building of the Argentine Aero-Club and the military aeroplane park.

After *El Palomar* one passes through *Hurlingham*, a small town where numerous Englishmen live and where they have built, cottages and sporting grounds. At *Hur-*

lingham a race-course has been opened, where several gymnastic apparatus are installed and frequent meetings of horse-racing or athletics take place which are attended by a distinguished crowd of spectators.

Two grounds are arranged for raquets, three for fives and one for tennis, two for polo, one for cricket and a race-course of 2,000 metres for horseracing. Several tents are specially reserved for the spectators, who can find every comfort on this race-course; a good restaurant, stables, garage and dog-kennels. The total area covered by all buildings and sports grounds covers 37 hectares. The association has more than 600 members. Every year a very amusing festival takes place on the race-course of the club when the Anglo-argentine families start their open air games season, and this festival is called «Gymkhana». It is composed of several sections amongst which the «Whistling-race» may be specially mentioned. In this race the gentlemen must stop after running 400 metres, and whistle a certain tune in front of a lady who has selected the same, and handed its title, written on a paper, to the gentleman.

Bella Vista has an orphan asylum, numerous commercial firms, a regatta-club situated on the Río de las Conchas.

Doctor.—José. G. Rivas.

Hotels.—*Park Hotel* and *Hotel del Prado* (terms by arrangement).

Muñiz (34 km) is a small town where the national government has established the manoeuvre field called *Campo de Mayo* which is to be used by the garrison of the capital. Military reviews have often taken place there, and attract a numerous crowd, especially the act of taking the oath of fidelity to the flag which took place in 1904 under the presidency of General Roca.

San Miguel is a town of daily increasing importance. It is the chief town of the General Sarmiento district. It has two hotels, a branch office of the *Banco de la Provincia de Buenos Aires*, a hospital of the *Señoras de la Caridad*, a social club, a Spanish and an Italian mutual aid association, two newspapers: *El Porteño* and *Sarmiento*, telegraph and telephone.

Doctors.—Silvio Parodi, Rodolfo Aranguren, Tito Colleti, Tomás Molina, Rafael Busico.

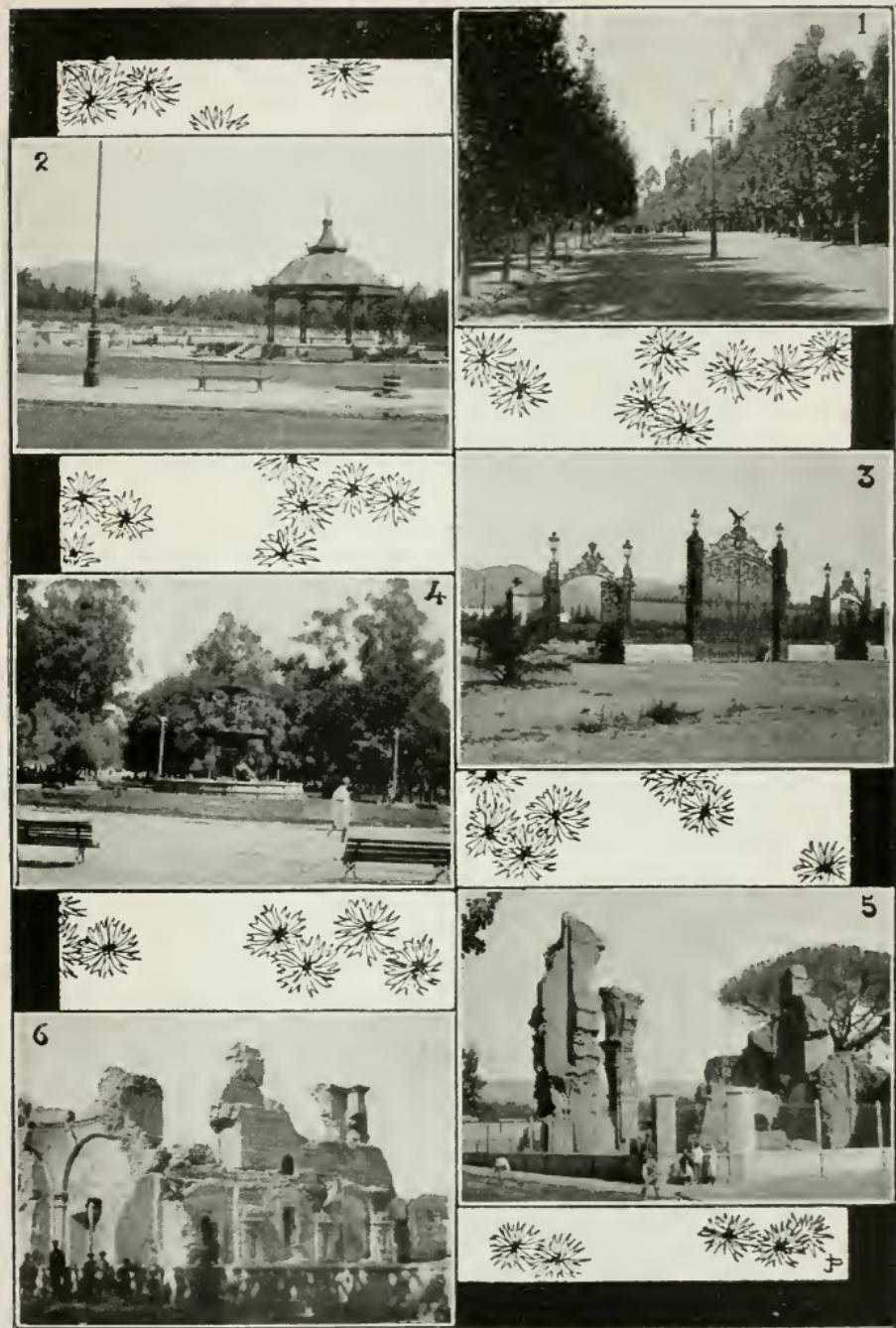
Dentist.—Pedro Iver.

In the neighbourhood of *San Miguel* there are numerous agricultural establishments and dairies.

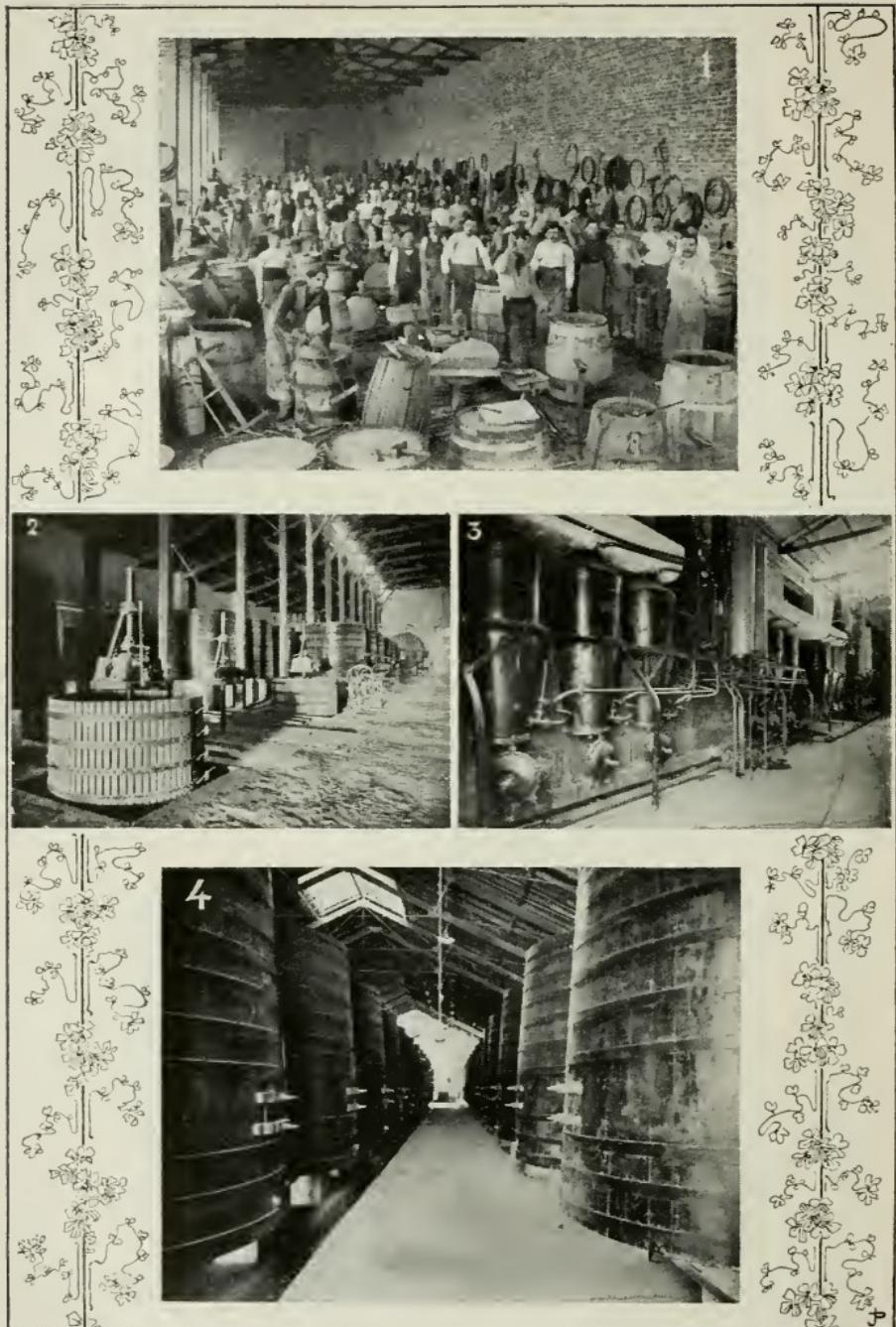
Arroyo Pinaza and *Presidente Derqui* are two small stations preceding that of Pilar, which is more important. *Pilar* (55 km.) was founded in 1772 and has nearly 5,000 inhabitants. It is the chief town of the county of the same name, and this county is crossed by several railway lines belonging to the F. C. P., F. C. B. A. R. and F. C. C. A. It has a telegraph connection with Buenos Aires as well as a telephone line. It has two banks and numerous sporting or social associations.

At Pilar the Carlos Pellegrini College with boarding-school is located, where practical commercial instruction is given together with gymnastics. It was founded by a group of friends of the statesman Pellegrini in order to honour his memory, and was handed to the national government in 1911.

The building is a modern one with a front of imitation stone and a roof covered with tiles and numerous windows well disposed, showing at the first glance that it is a well-organized educational establishment from a hygienic point of view. The plans have been designed by the architect Harper together with the director of the establishment Mr. Cecilio Newton.



1. Gardens of the West Park, Mendoza.—2. West Park, Mendoza.—3. Entrance gate to the West Park, Mendoza.—4. Plaza Independencia, Mendoza.—5. Ruins of San Francisco, Mendoza.—6. Ruins of San Francisco, Mendoza.



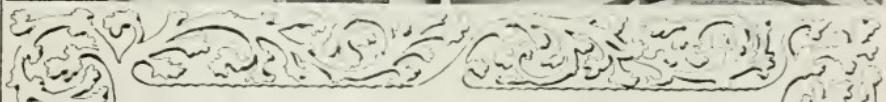
Part of section for making barrels.—2. Section of the presses.—3. Section of Distillery.—4. First section of Fermentation.



5



6



7



8



9

5. Sixth section of casks for storing.—6. Vats for diluting, in reinforced cement, lined in the interior with glass.—7. Section of casks.—8. Section of despatch.—9. Panoramic view of the wine-producing establishment.

1



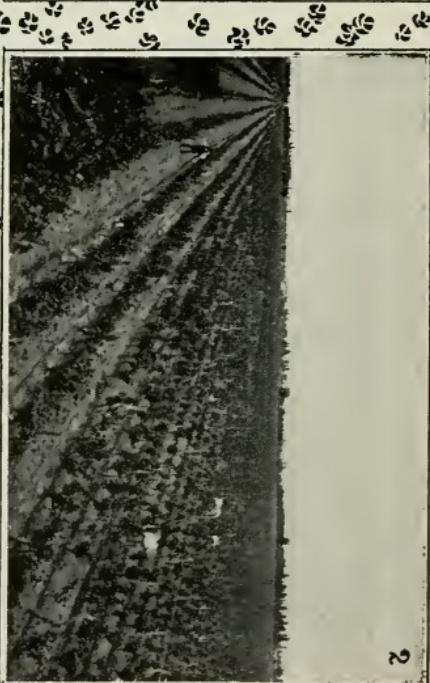
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2



4



1. Panoramic view of a wine-producing establishment.—2. A vineyard, Mendoza.—3. Vintage, Mendoza.—4. Waiting for the carts for loading.

The college has three wings. On the ground-floor of the central building, there is a large hall 7×9 m., two class rooms and lavatories, a large dining room, a parlour, the offices of the director and the manager, the kitchen, etcetera. On the first floor the masters' rooms, two class rooms, a drawing room, the chemical laboratory, servants' rooms, etc. At each end of the central building the reare two pavilions containing the bedrooms of the pupils. Each pavilion has three bed rooms 12×8 metres containing 12 beds. Near each bedroom there is a room for a master. On the ground floor of the pavilions are the apartments of the masters' families. At a distance of 200 metres from the establishment there is a tower of reinforced cement containing a reservoir of a capacity of 50,000 litres permitting an abundant water distribution to be made all over the college. Near there the well and the engine-house for light and power are situated. Six hectares of park surround the building which contributes to the beauty of the whole. This park has been designed by Mr. Thays, director of parks and promenades of Buenos Aires. Special grounds are reserved for the different sports. The instruction given here is the same as in the national colleges, but more practical and less theoretical.

Doctors.—Edelmiro Barcelo, Arturo Lafuente, Alonso Reyes.

Breedings establishments.—*La Montonera*, of the successors to Dr. Basabilbaso, 3,200 hectares, 2,500 horned cattle, 4,000 sheep and 200 horses; *El Recreo*, of Widow Felix Ocampo de Carabassa, 400 cultivated hectares, 700 hectares for breeding purposes with 700 horned cattle, 1,200 sheep, and 150 horses. There are also numerous farms devoted to cereal culture, as well as a great many dairies and butter factories. There are also two flour mills.

The *Manzanares* station is of little importance.

At *Open Door* the national government has a lunatic asylum where the system known under the name of «open door» is used in the treatment of lunatics, and they do agricultural work.

Sucre, *Cortines*, *Goldney* and *Agote*, are small stations preceding the town of *Mercedes* (110 km.). We have already spoken of this town in our description of the route from Buenos Aires to Toay which the reader will remember.

At *San Jacinto* there is an estancia of the same name, the property of M. Saturnino Unzué. It covers 25,000 hectares, of which 700 are cultivated and where 1,500 horned cattle are fed, as well as 22,000 sheep, and 1,000 horses. *Franklin* is an agricultural centre where the following establishments may be mentioned: *San José*, belonging to Mrs. Maclonglin, 1,000 hectares, 300 horned cattle, 400 hectares of cereals; *El Mogano*, of Juan Price, 300 hectares, of which 150 are cultivated, 200 sheep; *La Angelita*, of J. Villafane, 1,000 hectares of which 400 are cultivated, 400 horned cattle; *La Esmeralda*, of P. Ballestry, 500 hectares, of which 300 are cultivated, 200 horned cattle; *La Servat*, of Marcelo Servat, 800 hectares, of which 400 are cultivated, 300 horned cattle, etc.; *Rivas y Castilla*, in the neighbourhood of which there are several dairies; *Rawson* is also an agricultural centre with the following establishments; *Santa María*, of Mariano B. de Casey, 7,500 hectares, of which 900 are cultivated, 2,000 horned cattle, 50 horses; *La Estrella*, of J. F. Estragamón, 3,200 hectares, of which 450 are cultivated, 4,000 sheep, 4,000 horned cattle 100 horses; *Santa Catalina* of A. Estragamón, 800 are cultivated, 4,000 horned cattle, 3,000 sheep, 100 horses; *Las Toscas*, of E. Keating, 1,500 horned cattle, 6,000 sheep, and 100 horses.

Dairy.—*El Sauce*.

Hotel.—*La Paz*.

Doctor.—Alfredo Busana.

Italian mutual aid association: *Unione e Benevolenza*.

San Patricio and *Cucha-Cucha* are two small breeding centres.

Chacabuco (208 km.) is the chief-town of the district of the same name; it is a small town which has acquired a certain importance during these last years. There are several hotels: *Unión*, *San Martín*, *Comercio*, *Pacífico* and *Buen Paladar*.

Doctors.—Pietranera, Terrille, Scasso.

Banks.—Branch offices of the *Banco de la Nación*, *Banco de la Provincia de Buenos Aires*.

Miscellaneous.—*Hospital Caridad*, a town band, and another private band, the newspapers are: *Chacabuco*, *El Mentor*, *El Municipal*; post, telegraph and telephone.

Agricultural and breeding establishments.—*La Esperanza*, of E. B. Perkins; *La Criolla*, of A. Diehl; *La Verde*, of Grisolis Pascual; *San Gregorio*, of G. Villafañe; *Las Mercedes*, of L. G. Saavedra; *San Miguel*, of G. Cormey.

The three small stations of *Membrillar*, *O'Higgins*, and *La Oriental* separate Chacabuco from Junín (54 km.).

Junín has become an important town in a very short time, owing to its position in the centre of a fertile land where cereal cultivation as well as breeding is showing splendid results. It is an important railway centre of the Buenos Aires and Pacific Railway, which, besides the main line, owns a line branching off at the station of *Saforcada*, immediately following Junín, and leading to *Santa Isabel*, passing through small agricultural centres which have been founded recently: *Agustina*, *F. Tiburcio*, *Arenales*, *Arribeños*, where another branch line coming from *Rawson*, *Teodolina*, *Villa Cañas*, and *Santa Isabel*, ends. A branch line leads also from *Junín* to *San Nicolás* and belongs to the Central Argentine Railway Co.

The town of Junín is situated on the left hand side of the river Salado; it was founded in 1823 under the name of *Fuerte Federación*; in 1824 the headquarters of *San Ignacio de Loyola* were founded there and in 1829 it took the name of Junín; one year later it came back to its first name. Finally, it was definitely called Junín in 1853. On December 10th., 1876, a band of Indians commanded by *Pincen* invaded the region; it was attacked by the forces which were at Junín, and completely defeated, abandoning all the cattle they had robbed along the banks of the Río Salado. To-day the town of Junín has about 5,000 inhabitants and the ditches and stockades of the old Fort Federation, have been replaced by modern buildings. The Buenos Aires and Pacific Railway Co. owns work-sheds there, where more than 1,000 workmen are employed. But what has more than anything made the fortune of Junín, is the richness of the ground surrounding it which is well irrigated by numerous canals, rivers and brooks. The principal lagoons are those of *Mar Chiquita* and *Gómez*, which contribute to the formation of the *Río Salado*, together with those of the *Corso* and *Chañar*. The *Río Salado* is the most important river of the province of Buenos Aires, which it crosses from north-west to south-east from its exit from the province of Santa Fe up to its mouth in San Borombón Bay.

Mail coach service.—One leading to *Los Toldos* (taiff § 5).

Hotels.—*Britania*, *Buenos Aires*, *Plaza Hotel*, *Durich*, with bath service.

Banks.—Branch offices of the *Banco de la Nación* and *Banco de la Provincia de Buenos Aires*.

Doctors.—Francisco Cabrera, Georges Larrosa, Benito de Miguel, Ap. Ivan Mihangel, Francisco Murchio, Luis Paulero, Mario Tamburini.

Societies.—*Club Social*, Gymnastic and Fencing Club, Italian, French and Spanish associations.

Libraries.—*Bartolomé Mitre*, *Centro Socialista*, *Juventud Estudios*, open daily.

Newspapers.—*El Mentor*, *El Monitor*.

Miscellaneous.—Hospital for Men and Women; post, telegraph and telephone; flour-mill.

Saforcada which follows Junín, is a prosperous village owing its name to M. Francisco Saforcada who owns an estancia of 10,000 hectares completely cultivated and growing cereals or lucern. Near Saforcada are the lagoons of *Mar Chiquita*, and *Gómez*, of which the baths are famous, and which one is thinking of connecting by a canal with Baradero on the Paraná.

Las Parvas, *Blandengues*, *Alem* and *Vedia* are agricultural and breeding centres. At *Vedia* there is an important breeding establishment owned by Mr. Benito Villanueva, *El Dorado*, covering 15,000 hectares, which was sold in October, 1912, to Mr. Albert Castex for the sum of \$ 6,250,000, paper, viz. £ 550,000, not including the fine flocks which it contained; *San Carlos*, of Mr. Edmond Perkins, devoted to pure breeds.

We then pass through *Sauzales*, and arrive at *Alberdi* where numerous

agricultural colonies have been formed, which are cultivating cereals and have dairies.

Hotels.—*La Vascongada* (\$ 6 per day), and *Italo-Argentino* (\$ 5 per day).

Doctor.—Antonio Quintana.

Breeding establishments.—*La Pastoril*, of J. Baurin, 15,000 hectares, 15,000 horned cattle; *El Cisne*, of Diego Lezica de Alvear, 30,000 hectares, 25,000 horned cattle; *La Pantanosa*, of George Morgan, 7,500 hectares, 6,000 horned cattle; *Los Pirineos*, of Alberto Larrague, 3,000 hectares, 4,000 horned cattle; *La Calandria*, of Augusto Bordelais, 2,500 hectares, 3,000 horned cattle; *Las Dos Marias*, of Juan Longe, 2,500 hectares, 4,000 horned cattle.

After having passed through *Iriarte*, *Diego de Alvear*, *La Picasa*, *Castellanos* and *Roseti*, we arrive at *Rufino* (421 km.) a small town which is increasing its importance daily, especially because it is a terminus of several railway lines.

Mail coach service.—From *Rufino* to *Savoia* (fare by arrangement).

Hotels.—*Victoria*, *Pacífico*, *Galileo*, \$ 2 and \$ 2·50 per day.

Doctors.—C. Ferreyra, J. Garassim, and M. Vicenti.

Societies.—*Recreativa La Aurora*, Italian mutual aid association, Catholic workmen's association, Masonic Lodge *Lautaro*.

Miscellaneous.—A town band, a branch office of the *Banco de la Nación*, a hospital will be opened in the near future, a newspaper: *El Gladiador*; post, telegraph and telephone, etc.

The lines branching off from *Rufino* are:

From *Rufino* to *Venado Tuerto*, of the Central Argentine Railway Co., about which we shall speak in another chapter.

From *Rufino* to *Buchardo*, passing through *Cañada Seca*, *Santa Regina*, and *Charlone* joining the *Buenos Aires* line at *San Rafael*.

From Rufino to Villa María.

Of these branch lines, this one is the most important. The trains leaving *Buenos Aires* at 8·25 in the evening, arrive at *Rufino* at 6·45 in the morning and leave *Rufino* every day except on Tuesdays, at 7·15 in the morning for *Villa María*. The stations on the route are agricultural colonies and breeding centres; they do not show any peculiarity worth mentioning. These stations are *Laguna del Monte*, *La Cesira*, *Viamonte*, *Assunta*, *Manantiales*, *La Carlota*, where the line from *Pergamino* to *Río Cuarto*, *Barreto*, *P. E. Funes*, *Santa Eufemia*, *Santa Victoria*, passes also; also situated on the line from *Firmat* to *Río Cuarto*, are *Etruria*, *La Laguna*, *Ausonia*, *Sanabria*, *Villa Nueva*, and finally *Villa María* where the train arrives at 1·20 in the afternoon.

From Rufino to Villa Mercedes (San Luis).

The country we cross after having left *Rufino*, is one of those which the work of man has transformed most radically during these last years. Cornfields and lucern fields where immense flocks of cattle and horses, cross breeds of primitive and imported breeds now feed, have taken the place of the vast Pampa where only bands of wild horses could be found. The value of land has increased in an extraordinary manner in proportion as man has taken possession of the ground. Around the stations, villages have been built and several of them are already small towns. These stations are: *Cernadas*, *Lenguzamón*, *Salas*, *Rosales*, and *Laboulaye* which is the most important one. Corn fields extend round *Laboulaye* as far as the eye can see, and when no corn is cultivated, there are lucern fields which the traveller can admire.

Hotels.—*D'Italia*, *Roman* and *Pirineos* (5 \$ a day).

Physician.—Dr. Mas.

Bank.—The branch of the National Bank.

Societies.—Italian, Spanish and Argentine.

Newspaper.—*El Imparcial*.

Post, Telegraph and Telephone Offices,

There is a junction at Laboulaye which joins the line from *Bahia Blanca* to *Villa Valeria* passing through *Salguero*, *Melo Serrano*, *San Joaquin*, *Jovita*, *Mattaldi*, *N. Bruzone*, *Del Campillo* and *De la Serna*. The trains that run on this line are connected with that which starts from Buenos Aires at 8·25 p. m.; they start from Laboulaye every day, Sundays excepted, at 9 a. m. and arrive at *Villa Valeria* at 1·35 p. m. All these trains are fitted with a dining-car.

The stations that follow *Laboulaye* are *Guardia Vieja*, *Curapaligue*, *Río Bamba*, *Gavilán*, *General Lavalle*, *La Cautiva*, *Soler* and *Mackenna* whence a new line starts which joins the other one going from *Villa María* to *Villa Mercedes* and *Sampacho* passing through *Tosquita*, *Fragueyro*, *Moldes*, *Bulnes*, and *Soria*. The train starts from *Mackenna* every day except Saturdays, at 11·13 a. m. and arrives at *Sampacho* at 1·25 p. m. and thence by the Central Argentine line down to *Río Cuarto* where it arrives at 2·40 p. m.

From *Mackenna* also a mail coach goes to *Colonia Argentina* (fare 5 \$).

The chief farms or estancias in *Mackenna* are: *La Arcadia*, *El Trébol* and *El Pampero* comprising an area of 25,000 hectares two-thirds of which are devoted to corn cultivation.

Physicians.—Doctors José Ortiz Lucero and N. Tierney.

After *Mackenna* we pass *Pretot Freyre*, *Washington*, *Laguna Obscura* and *Paunero* stations and we arrive at *Justo Daract* where we join again the line coming from *Bahía Blanca*.

Justo Daract is a new station but is acquiring a great importance as a railways centre.

Hotels.—*Internacional* and *Universal* (prices by arrangement).

Physicians.—Doctor Martínez.

Agricultural Settlements.—*Los Césares*, of B. Copello and *La Tinta*, of C. Ferraresi.

From *Justo Daract* the traveller may continue his journey by the *Beazley* or *San Luis* lines.

The first of these lines is of recent construction so that the centres of population which have been founded on its route have not yet had time to take a great development.

These centres are: *Río Quinto*, *Lavaisse*, *Las Isletas*, *Nueva Escocia*, *Caldenadas*, *Chalanta*, *Travesia*, *Alto Pelado*, *Huejeda*, *Cazador*, *Zanjitas*, *La Costa*, *Beazley*, *Gorgonta*, *Donado*, *Mosmota*, *Sopana* and *Altapacal*. At *La Paz* this branch rejoins the main line.

On the other hand, the ancient line runs through places founded long ago which have become real towns.

Before *Villa Mercedes* the traveller finds *Pedernera* and *Cramer*.

Villa Mercedes (San Luis), is situated at 691 km. from Buenos Aires, 792 from *Bahía Blanca*, 254 from *Villa María*, 356 from *Mendoza*, 513 from *San Juan* and 586 from *La Rioja*. It is the capital of the district of General Pedernera. On the spot where the town actually stands, there was a fortress called the *Fortín Constitucional*, built in 1856 and now *Villa Mercedes* has about 15,000 inhabitants, and possesses a magnificent shooting range, and hippodrome and at 12 km. South the military encampment founded by General Reynolds in 1895. It is lighted by electricity and has a fine square and numerous commercial houses. Not far from it runs the *Río Quinto* which has its source in the heights of *Pancarta* and *Monigote* on the East of the range of *San Luis* and descends rapidly towards the South forming several falls as far as the small town of *San Ignacio*. From thence it runs towards the south-east, spreads out through the plain, is often dry and flows at last into the *Amarga* lake in the South of the Province of *Córdoba*.

Hotels.—*Progreso*, *San Martín*, *Gran Hotel* and *Marconi* (from 5 to 10 \$ a day).

Physicians.—Doctors Moyano, Romera, L'Huillier, Alrie, Vidal and Rossi.

Newspapers.—*El Imparcial*, *La Voz del Sud* and *El Eco de Mercedes*.

Banks.—Branches of the *Banco Nacional* and *Banco Español del Río de la Plata* (Spanish and River Plate Bank).

Various.—The Police Band, the Charity Hospital, the Social Club,

Spanish and Italian Mutual Aid Societies and Post, Telegraph and Telephone Offices.

From *Villa Mercedes* several branches belonging to the Central Argentino start for *Villa María* and *Dolores* which we mention in another chapter

From Villa Mercedes to San Luis.

Between these two towns are found *El Lince*, *Fraga*, *Com*, *Granville*, *Alto Grande* and *La Cumbre* stations.

The town of *San Luis*, the capital of the Province of its name was founded in 1597 by Don Martín de Loyola, Governor of Chili, on the south point of the ridge of mountains called Punta de los Venados; hence the name of Pantanos given to its inhabitants. The population of this town is about 15,000 inhabitants.

This Province formed with those of *San Juan* and *Mendoza* the ancient Province of *Cuyo*, dependent on the Captaincy General of Chili until 1786, when it was annexed to the viceroy-ship of Río de la Plata.

After the great battle of Chacabuco General Don Francisco Casimiro Marcó del Pont, Coronel Rafael Maroto, Primo de Rivera and many other chiefs of the Spanish army were sent to *San Luis* as Prisoners.

During their stay there they received the best treatment and notwithstanding that, they tried to revolt but without success, and the consequence of this was the death of Primo de Rivera, the promoter, who was shot.

Juan Facundo Quiroga, the celebrated Tiger of the Plains was then a sergeant of the guards in *San Luis*, and this town, making common cause with General Angel Peñaloza (*El Chacho*), suffered during a long time the horrors of civil war. Several important combats took place in the Province; in 1869, at *San Ignacio* a bloody battle was fought between the forces of the brothers Saa, allies of the Indians, and the Government troops; in the Portezuelo several other combats were also fought.

San Luis is the native town of the hero of *La Caleta de los Pescadores*, the illustrious Colonel Juan Pascual Pringle, of Doctor Lafinur, etc.

Climate.—The climate, mild and dry is very healthy; it is specially recommended for chest diseases. The changes of seasons take place without any rude transition. The town stands at 776 metres above the sea-level.

Hotels.—*España*, *Mitre*, etc.

Physicians.—Doctors Manuel Arias, Joró de la Torre, Domingo Flores, Adolfo Barbeito, Dalla Valla, Isaac Gasari, Francisco Guitorte, Rodríguez Jurado, Eliseo Mercau and Julio Olivero.

Banks.—*De la Nación*, *Hipotecario Nacional*, *de San Luis* (in liquidation).

Post-Office.—The Post-Office is situated at the corner of Calles San Martín and Belgrano.

Telegraphs.—The national office is in the Post-Office and that of the Transandine in Calle Pringles.

Water.—The town is provided with water from the dam of *Potrero de Funes* situated at 11 kilometres North of the town and from the *Chorrillo* at 2 km. North also.

From San Luis to Mendoza.

On leaving *San Luis* for *Mendoza* the traveller finds first *Pescadores* Station, then *Balde* at 810 km. in a region not very fertile where cattle breeding is the only occupation. Not far from that place there is an artesian well 600 metres deep which was sunk by the National Government. The water which is perfectly drinkable has a temperature of 41° on the surface. According to some reports the supply amounts to 8,000 litres an hour and according to others 200,000. The boring works began on the 31st. March 1884, by means of a tube of 66 centimetres in diameter. The last of the tubes had a diameter of only 12 centimetres. The water began to spring out on the 12th. October 1887 at a depth of 594 m. 33 cm. The soil pierced was generally light preponderating over the sand and the reddish, grey and greenish clay layers. At a depth of a few metres they found some sand layers more or less argillaceous and sometimes fluid.

At 90 metres they found a layer of a very hard matter 6 metres thick. At 220 metres they discovered some petrified bones; at 548 metres they went on through several layers of sand mixed with water. The well was made at a cost of 150,000 pesos.

After *Balde* we pass *Chosmes*, *Alto Pencoso*, *Jarilla*, *Desaguadero* and *Pampita* and we arrive at *La Paz* where we find the junction to *Beazley*.

From this place the traveller can see the interminable chain of the Andes which is lost in the sky, covered as it is by its eternal sheet of snow the imposing greatness of which increases as the train approaches it. From both sides of the line the eyes are delighted with the sight of splendid vineyards, and thus we pass such stations as *La Dormida*, *Las Catitas*, *Santa Rosa*, renowned for the two battles fought in its outskirts. In the first the national and Mendoza forces together under the command of Colonel *Catalán* were defeated by those commanded by General *Arredondo* on the 29th. October 1874. The second was a victory obtained by the national troops commanded by Colonel *Julio A. Roca* which defeated General *Arredondo* on December 7th. 1874. We find afterwards *Alto Verde*, *Ing. Giagnoni*, General *San Martín*, *Palmira*, *Barcalá*, *F. L. Beltrán*, *Rodeo del Medio*, *Chachingo*, *Coquimbito*, General *Gutiérrez*, *Luzuriaga*, *Godoy Cruz*, and at last we arrive at *Mendoza* (1,045 km.).

Mendoza.

Mendoza, founded on the 2nd. May, 1561, is situated between $32^{\circ} 53' 40''$ Lat. South and $68^{\circ} 49' 28''$ Long. West of Greenwich and is 753 m. above the sea level.

Destroyed in 1861 by an earthquake, it was immediately rebuilt. It has now a population of 50,000 inhabitants whereas it had only 8,124 in 1869 and 28,602 in 1895; Its increase dates only from these last years.

The town is very large and is formed by two different towns; the new and the old one; the new town is situated on the west side of calle *San Martín* built after the earthquake of 1861; the *Plaza del Matadero* is its centre.

The town, situated in the East, is shaped like a trapezium stretched out from South to North. The West town is a parallelogram the centre of which is «*Plaza de la Independencia*»; its streets and squares are regular.

On the whole this town presents a handsome sight with its streets planted with plane-trees, Carolina poplars, aromatic plants and mimosas. On looking at it from a certain distance the visitor scarcely sees some towers that peep out from the thicket inside of which the cottages are hidden.

The finest street in *Mendoza* is Calle de *San Martín*, of a width of 30 metres and running from N. W. to S. W. on a line of over 7 km. it is the main street where the best commercial houses are situated, as well as the spot where the walkers meet and where all the social festivities take place.

The streets called *Colón*, *Unión*, *Las Heras* and *Godoy-Cruz* are also 30 m. wide: 23 for the road and 7 for the side walks.

Belgrano street is 15 m. wide and its side-walks measure

4 m. each; the other streets, belonging to the West section are 14 m. wide with side-walks 3 m. and 3 $\frac{1}{2}$ m. each.

In the East section the streets are of an average of from 12 to 14 m. wide, the side-walks varying between 2 and 3 m.

In the West section Mendoza possesses five squares the principal of which is Plaza San Martín. This square has been transformed lately and is now without exaggeration the most beautiful and artistic place in the whole country. For the pavement of the four lateral streets widely opened, two of them central and the other two diagonal the respectable sum of 84,854 \$ (£ 7,467) has been spent. The six triangles composing the garden are surrounded by stone-built watering canals in which the water constantly runs. The interior edges of each side-walk are made in a rustic fashion forming hollows in which flowers are planted and which give to that square the most attractive appearance. The total cost of these works has been of 100,000 pesos (£ 8,800).

West Park.—This park is the largest and the handsomest work which is to be seen in Mendoza and of which the Argentine Republic has a right to be proud.

It has an area of 600 hectares and hangs on the Slope of the Andes surrounded by superb avenues lighted by electricity. The thousands of trees and plants rising up to the first heights of the immence ridge, form a green panorama of most beautiful effect. The gates of bronze manufactured in England have cost 25,000 pesos.

The Park contains a zoological garden which bears comparison with the richest; a circular place around which public and private carriages are driven, and at the centre of which is a kiosk where the police band plays selected music. Moreover a lilliputian railway that goes through different tunnels starts from the beautiful station built at the entrance and traverses the park in all directions.

The Boat-race Lake.—This lake is situated in the Park; it measures over one kilometre in length by 100 metres in width and contains small islands covered with a splendid vegetation. A monumental tribune built in stone, and masonry can hold 3,000 people. Some dining-rooms and private rooms for families complete this great work which constitutes without exaggeration the largest and prettiest park in the Republic.

The Municipal theatre has also been the object of a complete transformation on which the sum of 167,552 pesos (£ 14,744) has been spent.

Nearly all the streets are paved and some of them with polished stones.

Mendoza has bestowed great care upon education and instruction. It possesses two colleges of secondary instruction, a Normal School, two Agricultural Colleges and numerous national and private schools devoted to primary instruction. The Kindergarten is a model of its kind; it is situated in the centre of the town amidst magnificent gardens with the Andes as a panorama.

The Mendoza police is one of the best in the Republic, and it possesses a band of music.

The fire brigade has also a very good organisation.

Hotels.—*Gran Hotel, del Club, de Francia, Nacional, del Ferrocarril Gran Oeste Argentino, del Recreo, de la Torre, Español del Norte, Pierre Loubeyre, etc.*

Monuments.—*Colegio Nacional, Kindergarten, Penitenciaria, the Tribune in the boat-race lake, Teatro Municipal, the Slaughterhouse the Town Hall, the Parliament House, the Tomba Hospital, the Artillery Barracks, General San Martin's Statue (on the square of the same name), the ruins of San Francisco (destroyed in 1861), the Cobos Tower, the Monument of the Andes army (Las Heras department).*

Physicians.—Doctors Alejo Báez, Julio Ballofet, Vicente Barroso, Andrés Bello, Julio Beruti, Moisés del Campo, Zacarías Canale, Federico Corbin, Enrique Day, Lucio Funes, Ventura Gallegos, Julio Lasmarthes, Amigorena Lobos, José Mayora, Godofredo Paladino, Peña and Lillo Silvestre, Pedro Pietro, Teodorico Reale, Luis Sanfurgo, Félix Sicardi, Diógenes Vargas, Joaquín Villanueva.

Newspapers.—*El Debate, La Redacción, Los Andes.*

Banks.—*De la Provincia de Mendoza, Municipal de Préstamos, Industrial Popular, de la Nación, Hipotecario, de Londres y Río de la Plata, Francés del Río de la Plata.*

Societies.—There are in Mendoza different sporting or social clubs and the principal nationalities form societies for mutual aid or otherwise.

Churches.—*Cathedral, San Nicolás, San Francisco, San Domingo, La Merced, Loreto, Compañía de Jesús, Templo Protestante.*

Earthquake in Mendoza.—Until 1861, says Doctor Martín de Moussy, the Province of Mendoza was not aware of the terrors of an earthquake. The violent shocks that had agitated at different times the Chilian provinces seemed to lose their intensity on going over the chain of the Andes, the inhabitants knew only slight tremors of the earth there, when on the 20th. of March 1861, one of the most violent earthquakes that history has registered, destroyed in a few seconds the whole capital and buried one half of its inhabitants under its ruins.

An eye-witness of this tremendous catastrophe narrates it in terms, that remind us of the eloquent and sad narrative of young Pliny on the subject of a not less terrible natural phenomenon which buried under the lava of Mount Vesuvius the historical Pompey.

«On the 20th. of March, 1861. at 8:30 p. m. the town of Mendoza was totally destroyed by one of the most violent earthquakes that had ever been experienced and of which only one can give us an idea: the earthquake of Río Bamba, in the Province of Quito on the 4th. February 1797, described by Humboldt. The sky was perfectly clear the atmosphere quiet, the air pure, the greater part of its inhabitants were at home, some of them were still enjoying a walk in the Alameda and in the Square.

Suddenly a subterranean noise was heard and at the same moment, before there was time to escape, all the public buildings and private houses were falling in with a tremendous crash; the walls fell on each side of the rooms and the roofs came down in the centre so that the inhabitants, those who were indoors and those in the streets enjoying a stroll were all buried beneath the stones. The movement was first undulatory from N. W. to S. E. and after, it seemed to come from below upwards. Any one may conceive the difficulty of realizing the phenomenon in such a moment. Its violence



1. Monte Tres Dedos (Three fingers), Cordillera of the Andes.—2. The Inca bridge.—3. Christ the Redeemer, Cordillera of the Andes.—4. The Penitents, Cordillera of the Andes.—5. The Aconcagua, Cordillera of the Andes.

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1. The Cataracts of Iguazu. Panoramic view.—2. Hotel and baths of «Puente del Inca».—3. Ushuaia. Tierra del Fuego (Fire-land).

was so great that on the square and in the gardens many people fell down. The fire, started by the broken gas-lamps in the Pasage del Comercio, by the lamps of the houses and the fires in the kitchens began to rage everywhere. Fancy the horrors of that terrific night! On the morrow, the heaps of ruins obstructed the water-canals, and certain places were totally flooded. So, the inhabitants had oft fight against fire and water: then against the want of food together with the pestilential smell of so many corpses lying scattered everywhere which could not be yet take out from the ruins.

After the catastrophe the earthquakes continued but with much less force and they could count, up to the evening of the 21st. March, nineteen shocks seven of which had been very violent: but nothing was left standing then. On the 22nd. there were only fourteen and they continued to feel these tremors during three months until the end of May.

The fire lasted eight whole days and about 10,000 people perished. The exact number has never been known, but the fact is that whole families disappeared. The disorder that followed the conflagration and the want of workmen prevented all the necessary work on behalf of all the victims who, buried by the rubbish, died of a slow suffocation or of hunger. But nevertheless, during the first days many people were saved. The first aid came immediately from San Juan and San Luis and afterwards from Chili; from all the provinces of the Argentine, Montevideo, Paraguay, Perú and even from Europe. The suscription lists were filled with names everywhere, and this aid contributed somewhat to relieve so many misfortunes.

The following are now the results of the study of the principal phenomenon of this earthquake which was carried out during the two ensuing months, and which concerns the interior of the town and its environs with regard to the shocks and their intensity, extent and effects.

The principal earthquake, the first, directed from N. W. to S. E. began in Uspallata valley, where the settlements, the farm and the factory were nearly destroyed; it was felt in the chain of Paramillos; it passed through the centre of Mendoza down to the river so that it appears that the undulation embraced an area of twenty leagues in length by only two in width, because the block of houses called Villa Vicencio, those which were situated in the outskirts of Luján and those of Rodeo del Medio had, in part, not suffered. Of course this does not mean that the earthquake was not heard there, but the damage was smalls. At Retamo, 12 leagues East from Mendoza some houses were knocked down and La Paz, at a distance of 30 leagues felt only an ordinary tremor. The towns of San Luis, Río Cuarto and Córdoba felt a slight shock and it is certain that in Buenos Aires and Paraná some watches were stopped. On the other side of the Andes nothing was felt, but on the Argentine side, in the narrow passes of Paramillos and at the entrance to the great ravine which leads to the summit some large crevices were seen. There was a suggestion to change the site of the town of Mendoza and rebuild it on the spot known as *Las Tortugas* near the granite hills which provide more solid ground. The population did not consent to this and began to rebuild their abodes on the same spot, but in a lighter way and adopting the Chilian system. Thus, they were able to use the materials of the ancient town as well as the lands and watering-canals, and in this way was repeated what all men do everywhere, both in the old and in the new world in similar circumstances; that is: to rebuild their homes on the site of their forefathers! But however terrible an earthquake may be, this phenomenon is very rare and once it has died away it is quickly forgotten.

The Province of Mendoza.

Amongst the Argentine provinces that of Mendoza deserves special mention both on account of its splendid production and its flourishing industries and its unrivalled geo-

graphical position for which it has acquired the name of «Argentine California».

It belongs to a group which is distinguished by the name of «Andine Provinces» and is situated between the $32^{\circ} 19'$ and $37^{\circ} 30'$ of Lat. S. and the $66^{\circ} 42'$ and $70^{\circ} 55'$ of Long. W. of Greenwich. Its area is 146,378 square km. and its population exceeded already 200,000 inhabitants in 1909 though it was only 65,413 in 1869 and 116,136 in 1895.

It presents the same general aspect as the other Andine Provinces; whilst in the North and East it is a sandy, dry, unpeopled, dreary, and almost arid plain, this character changes altogether in the West. In this zone the immense ridge of mountains raises its high summits and spreads itself in ramifications. Whilst in the first zone the traveller only finds the immense plain deprived of water, desparately monotonous, covered with a scanty vegetation; in the second the chain appears imposing and majestic with its volcanoes either extinct or in full activity, with its great peaks covered with snow which seem to touch the skies; its high plains, some bare and dry, others covered with a splendid vegetation; its narrow valleys squeezed between wild slopes; its unfathomable abysses; its torrents winding like serpents in all directions, forming rapids and falls and meeting again to fertilize the soil.

Mountain system.—The mountain system as we have just indicated is of prime importance. It is constituted by the principal chain of the «Cordillera de los Andes» and by its outliers. The principal chain forms the west boundary of the province and serves also as a frontier to the Argentine Republic. Amongst the numerous peaks we shall only mention the following going from North to South: the *Aconcagua*, *Plata*, *Juncal*, *Tupungato*, *Cruz de Piedra*, etc. With regards volcanoes, we have: *San José*, *Maipú*, *Tinguiririca*, *Damas*, *Petorca* and *Descabezado*.

Amongst the outliers which are detached from the principal chain we must mention the *Sierra de los Paramillos* which is the continuation of that of *Tontal* of San Juan and which runs right opposite the town of Mendoza with heights of over 3,000 metres. To the west of *Sierra de los Paramillos* stands the *Uspallata*. Between these two is the *valle de Uspallata* at an altitude of about 1,800 metres and one of the largest in the Republic. In the same direction and continuing towards the South we find the *Sierras de Tunuyán*, *Nevado* and *Payen*. To the west of the *Sierra del Nevado* stands that of *Malargüé*. The *Nevado* possesses some heights of over 4,000 metres and like the *Payen* forms an almost isolated block in the South plain. The *Payen* contains many fertile and well irrigated valleys. All these mountains are very rich in minerals.

Hydrography.—The rivers in the province of Mendoza are insignificant considering the quantity of water they carry, and that no one of them is fit for navigation, but with regard to agriculture they possess a capital importance for they serve to irrigate the lands through which they pass. They all belong to the system called of the *Cordillera* the water they carry comes from the melting of snow and they are lost in the plain or in the *Desaguadero*, which itself disappears in the sands of the Pampa. Only the *Río Grande* carries its waters down to the Atlantic by way of the *Río Colorado*.

The principal streams to be mentioned are: the *Mendoza*, the *Tunuyan*,

the *Diamante*, the *Atuel*, the *Malargüé*, the *Desaguadero*, the *Grande* and the *Colorado*.

The *Mendoza* is formed by the rivulets *Las Cuevas* and *Horcones* which meet at *Puente del Inca*: it runs towards the East and receives successively the *Tupungato*, the brook known as *Las Vacas*, the *Uspallata* and the *Blanco*; it irrigates Uspallata valley, turns to the S. E., and in the *Maipú* department turns to the N. E. to disappear at last into the *Huanacache* morass. Near the village of *Luján* there is an artificial canal made during the colonial period by *Cacique Guaymallen* and which runs towards the N., passes through the town of *Mendoza* under the name of *Zanjón* and provides the inhabitants with good drinking water as well as with a large supply for irrigation; then it disappears into the *Huanacache* morass under the name of *Tulumayo*.

The *Tunuyan* falls rapidly from the heights of Mount *Tupungato*, runs towards the N. E. enters the *Yuco* valley, proceeds towards the W. through a plain where its waters are taken by numerous irrigation canals and flows gently into the *Desaguadero* on the frontier of San Luis. The railway from Buenos Aires to the Pacific crosses it by two bridges.

The *Diamante* takes its source from the lake of that name on the S. of the volcano called *Maipú* it runs first towards the S. then towards the S. E. and enters afterwards into the plain, and passing through San Rafael it takes the eastern direction; then it breaks into several arms, forms a morass and disappears into a continuation of the *Desaguadero*, known by the name of *Salado*.

The *Atuel* comes from the heights of *Monte Choique* and flowing in a S. E. direction receives the *Salado* waters which descend from the environs of the *Tinguiririca* volcano, runs then towards the E. takes afterwards a northern direction, skirts *Monte Nevado*, takes at last the S. E. direction and disappears amidst morasses into the *Salado*, in the territory of the Pampa.

The *Desaguadero* has its origin in the *Huanacache* lakes, forms numerous morasses in its long course, changes its name for that of *Salado*; enters the territory of the Pampa and disappears into the *Urre Lauquen* lake under the new denomination of *Chadi Leubu*.

The *Malargüé*, which rises in the *Sierra Malargüé*, has a very winding course towards the E. and flows into *Yancanelo* lake.

The *Río Grande* flows from the volcano called *Las Damas*; runs rapidly towards the S. receiving numerous affluents and joined to the river *Barrancas* on the Neuquén frontier, forms the *Colorado* which flows into the Atlantic Ocean.

Climate.—Owing to the great variety of the soil the climate in the province of Mendoza is different according to the regions, for whilst in the northern and eastern plains it is dry and hot with very little rain, in the Western region it often rains and much cold is felt in the highlands. In the lower valleys the temperature is much more moderate though sometimes the heat is very severe.

The climate generally speaking, is very healthy and is perfectly suitable to all persons suffering from the lungs.

Production.—The province of Mendoza is one of the richest in minerals, but up to the present day they have not been worked on account of the want of capital and specially of drainage.

Silver is found in the *San Lorenzo* and *Uspallata* districts as well as in *Los mas del Medio*; in *Cacheuta* there is petroleum and the districts of *Paramillos*, *Tambillos*, *Haiguara*s, *la Cantera*, *Santa Elena*, *Sacramento*, *Salamanca*, *Los Charcos y Tapia* contain copper in large quantities. Gold and iron are also to be found in many places and in the department of *Las Heras* some coal mines are being worked.

There are also several springs of mineral water at *Puente del Inca* (and common salt); at 15 km. N. of the town of *San Carlos*, is the *Capi*, source, the waters of which reach 25° Celsius, and similar springs are to be found in *Challao* and *Borbollón*, near *Mendoza*. In *Villavicencio* there is also a sulphurous spring and in the Department of *Luján* those of *Lunluta*.

Agriculture has in this region a much greater importance than the mines: corn and flax are cultivated in its fields with success; great expanses

of land have been sown with lucern for the fattening of cattle exported to Chili. In the year 1908, during which the Agricultural and Breeding Census was made, it was stated that the production of lucern amounted to 71,000 tons.

The climate in Mendoza is particularly favourable for the cultivation of fruit-trees such as peach-trees, olive-trees, pear-trees, apple-trees, orange-trees, lemon-trees, etc.

But, what constitutes the wealth of the province is the cultivation of the vine which during these last years has made marvellous progress. The area planted with vines, either French or native, is about 40,0000 hectares the value of which is of 100,000,000 pesos or £ 8,000,000.

Irrigation.—Rain being very rare in this province, the inhabitants have been obliged to have recourse to irrigation and now 500,000 hectares are irrigated besides other projects for the same purpose, which are being studied or are in course of execution. To show only the value of irrigation in this province it will suffice to say that the hectare of land irrigable which is worth about 10 pesos without water, acquires a value of more than 200 pesos when it is irrigated. At this moment the *Société des Grands Travaux* of Marceilles is doing the necessary works for collecting the waters from the rivers Diamante, Atuel and Tunuyan, in which the Buenos Aires-Pacific Railway Company and the French River Plate Bank take a special interest.

Immigration.—Mendoza is one of the principal centres of attraction in the Argentine Republic; it occupies the third rank amongst the provinces of the country coming immediately after those of Buenos Aires and Santa Fe. It is ascertained that about fifteen thousand immigrants enter that province every year.

Railways.—The richness of the soil in Mendoza has caused numerous railway-lines to be laid around the capital. These lines form now a small net work the commercial activity of which is already very important. Amongst these lines we shall mention.

Guaymallen circuit.—The stations passed by are Tamarindos, Panqueua, Espejo, Plumerillo, Lagunita, Buena Nueva, Capilla Rosario, Rodeo de la Cruz, Kilom. 11·1, Corralitos, Pedregal, Chachingo, Coquimbito, General Gutiérrez, Luzuriaga, Godoy Cruz and Mendoza.

From Mendoza to La Paz.—The stations passed by are: Godoy Cruz, Luzuriaga, General Gutiérrez, Coquimbito, Chachingo, Rodeo del Medio, F. Luis Beltrán, Barcala, Palmira, General San Martín, Ing. Giagioni, Alto Verde, Santa Rosa, Las Catitas, La Dormida and La Paz.

From Mendoza to Lujan de Cuyo.—The stations passed by are: Godoy Cruz, Luzuriaga, General Gutiérrez, Villa Maipú, Russell, Cruz de Piedra, Lunluta, Luján de Cuyo, M. Drummond, then several stoppages at places where the stations are not yet built and return to Mendoza.

Rivadavia Circuit.—The stations passed by are Godoy Cruz, Luzuriaga, General Gutiérrez, Coquimbito, Chachingo, Rodeo del Medio, F. Luis Beltrán, Barcala, Palmira, Barriales Rodríguez Peña, Medrano, Los Arboles, Andrade, Rivadavia, Santa María de Oro, Philippss, Alto Verde.

From Mendoza to San Carlos.—This line will shortly no to San Rafael; the stations we find on our journey are: M. Drummond, Luján de Cuyo, Perdriel, Agrelo, Ugarteche, Anchoris, Zapata, Tunuyán and San Carlos.

All the stations we have just mentioned have for the most part been recently built and they are centres of vine cultivation.

From Mendoza to San Juan.

The line from Mendoza to San Juan does not offer any thing worthy of mention.

The intermediate stations are: Panqueua, La Hullera, Jocoli, Ramblón, Retamito, Cañada Honda where begins the branch from San Juan to Caucete, Carpintería, Pocito, Aberastain and San Juan.

San Juan.—The town of San Juan is situated in the Tulum valley on the banks of the river San Juan. It preserves still its colonial aspect, its streets are narrow, without any trees; its squares very small; its low houses with tiled roofs and its poor architecture scarcely superior to that of the

cottage covered with thatch. It was founded in 1561 by Juan Jofre and Mallea, and it has actually about 15,000 inhabitants.

Monuments.—On the Plaza 25 de Mayo stands the statue of Frey Justo de Santa María, a magnificent bronze resting on a marble and granite pedestal. On the small square of the Argentine Great Western Railway stands the statue of Doctor M. del Carril, also in bronze, and with a granite and marble pedestal. On the Plaza Laprida stands that of Doctor Narciso Laprida the president of the Congress of 1816 which declared the independence of the country. One of the curiosities of this town is the house where Sarmiento was born.

Hotels.—*Franco-Español* and *Las Provincias* (charges by arrangement).

Post and Telegraph Offices.—Calle de Mendoza.

Banks.—*De la Nación*, *del Obrero*, *Hipotecario*, *Popular de San Juan* and *Provincial de San Juan*.

Industries.—The industries in the province of San Luis are the same as those in the province of Mendoza, but cattle-breeding and wine growing predominate.

Physicians.—Doctors César Aguilar, Guillermo Auñone, Luis Brandan, Domingo Cortínez, Miguel Echegaray, V. Lloveras, Luis Palacios, Juan Videla, Warando Washington.

The La Laja Baths.—Project of a thermal station.

The Government of the province of San Juan has planned the creation of a great thermal station at 30 km. only from the capital of this province on the basis of the actual La Laja baths.

La Laja is a wonderful spot situated at the foot of Sierra de Villicun, overlooking the town of San Juan. The place is picturesque surrounded by hills and valleys which mitigate the severity of the atmosphere and it is owing to that circumstance that the inhabitants enjoy a perfectly agreeable temperature all the year round. Four springs at a little distance from one another constitute the La Laja baths which are of different temperatures and chemical composition and can be used for various diseases.

The analysis of these waters, made by Señor Pedro J. Blanco, engineer, has given the following results:

Temperature	27°05
Specific weight	1°0066
Sulphuric Acid	0°01338
Fixed Residuum	7°2264
Silicic acid	0°0062
Alumina	0°0062
Oxide of iron	0°0009
Chloride of sodium	4°3114
Sulphate of sodium	0°8510
Sulphate of potassium	0°6021
Sulphate of calcium	0°4489
Sulphate of magnesium	0°5372
Bicarbonate of calcium	0°4220

The waters of La Laja are recommended for skin diseases, rheumatism, amenorrhea, paralysis, chlorosis, affections of the mucous membranes, etc.; and it has been very often proved that many persons have been rapidly and completely cured.

Despite the abundance and the curative virtues of these waters the La Laja baths are now almost abandoned and the few persons that go there for health reasons have to bear great inconveniences on account of the little comfort they find there. If the project voted by the Legislature of San Juan is executed, La Laja will become, in a short time a great thermal station near the capital of a province renowned for its intellectual high culture and its hospitality, at only 28 hours rail from Buenos Aires and at a still shorter distance from Rosario, Córdoba, Tucumán, Mendoza and other towns which will send there their excursionists and sick people.

It is also proposed to connect La Laja with San Juan by means of an electric tramway of 30 km. in length which would take its electric energy from the numerous water falls in the environs. This tramway line is indispensable for it will avoid the hard journey by the present route. Moreover, its benefits would be considerable because it would run through a populated region with handsomely cultivated vines and could undertake the transport to San Juan of the products of the mines and quarries of the country.

This thermal station and the railway or tramway which is its necessary complement, are works of the greatest importance for San Juan and of a sure profit for the capital engaged in the enterprise.

Other thermal waters.—The waters of «El Salado» situated in the department of Albardón, at 25 km. from the town of San Juan, are good for drinking and other purposes. Those of *El Chorro*, in the department of Cauete, at 40 km. from San Juan are specially recommended for diseases of the stomach. Those of *Pismanta*, which are remarkable for their high temperature are recommended for paralysis and rheumatism; they are situated at 175 km. from the town in the valley of the same name. In the department of *Jachal* there is a spring of cold water very efficacious for affections of the stomach. Besides, in the mountains surrounding the town of San Juan there are springs of thermal and medicinal waters of less importance, the access to which is very difficult on account of the bad roads that lead to them.

San Juan is connected by the North Argentine Railway to Serrezuela on the line from Córdoba to La Rioja.

La Crucecita.

The Crucecita Waters.—The Crucecita owes its name to the existence of a cross carved in the rock on one of the hills at the foot of which it is situated. (This name was surely given at the time of the Spanish domination.)

These waters are found at a distance of 26 km. by rail on the south-west of the town of Mendoza and at an altitude of 1,465 metres above the sea-level.

Protected in the West by the petroliferous mountains of Cacheuta which shelter it partially on the north and, south, the Crucecita is entirely unsheltered on its eastern, south-eastern and north-eastern sides through which it receives, specially in summer, a temperate and sweet wind.

It lies on the intersection of a triangular prism formed by three planes one of which, much inclined, is represented by the ground and the other two by the two slopes of the mountain.

This particular situation, as well as its altitude and the advantage of being on the border of the richest region of the province, allows the visitor to enjoy a panorama that his eye is never tired of beholding and the remembrance of which is ineffaceable.

The few meteorological observations made up to the present by amateurs, give an annual average of 21° centigrades for the temperature without any remarkable variations; hurricanes never occur in this region, whilst they are felt in Villa Alma situated opposite, as well as in some quarters of Luján and Maipú.

The winds moderated by the heights that command these regions, arrive gently in the form of breezes and are most frequently north-east and south-east.

The soil is grassy and covered with a splendid and varied flora of which we must mention some specimens: *Clematis vitalba* (bejuco), *verbena*, *officinalis*, L. (Vervain), *Arthemisa Mendocina* (ajenjo); *peetis odorata* (tomillo); *triplex pampazum* (Zampa), *larrea divaricata*, *nitida*, *cuneifolia* (jarilla), *cereux quisco* (tunas), *eterotalamus brunoides* (pi-chana) and in other soils the *equisitum bogotense* (silversmith's herb); *acroatium conforme*, flavery counter-herb and a considerable variety of ferns.

The water springs from the rock at the foot of the mountains and thence it spreads out in a magnificent fall of four metres in height and in a quantity sufficient to irrigate twenty-five hectares.

According to the analysis made by the chief of the Chemical Laboratory of the National Hygienic Department, Doctor Francisco P. Lavalle, in the month of May 1895; its composition for 1,000 cubic centimetres were as follows:

Density at 15 degrees.....	1.002
Fixed Residuum.....	0.010
Loss by Calcination.....	0.001
Ammonia.....	Vestiges.
Nitrous acid.....	0.000
Nitric acid.....	Vestiges.
Chlorine.....	0.004

The light residuum left by evaporation is constituted by some calcium salts. Doctor Lavalle, at that date, stated that: the water of the Crucecita limpid, uncoloured, without any odour, of an agreeable taste and slightly alkaline is good and fit to be used for purposes of hygiene and nutrition.

Thus, it has been established that the Crucecita waters, fresh, very slightly alkaline, free from crude salts and organic matter, would be a valuable remedy for weak stomachs.

From Mendoza to Chili.

On leaving Mendoza the line runs nearly parallel with the Zanjón canal and takes the direction of the valley of the river Mendoza which it crosses several times, first on a bridge of 130 metres in height. In order to reach rapidly the necessary height the line runs constantly from one slope to the other through a continuous succession of bridges and tunnels. At 32 km. from Mendoza the traveller finds himself in full Cordillera de los Andes and the panorama that unfolds before his eyes is indescribable. Immense peaks succeed each other separated by deep valleys through which are running numberless torrents coming from the summits covered with an eternal sheet of snow. The traveller arrives then at Cucheuta, at an altitude of 753 metres and at 40 km. from Mendoza.

At Cacheuta are some thermal springs, very renowned which deserve a special mention.

The baths are situated at 38 km. from Mendoza, on the right side of the railway line and near Cacheuta station. The train takes one hour and a half to reach them. The springs are found in the valley of the Mendoza on its right bank; they occupy an extent of about 3,000 metres. At no matter which point of this zone, if the traveller digs a hole of 50 centimetres to one metre deep, the thermal water will spring abundantly, with the peculiarity that its temperature varies following an oblique line towards the river; it is of a high degree when the visitor approaches it and decreases in warmth when he withdraws from it; thus the highest temperature is observed on the river shore where it marks 46° centigrade the lowest being only 26° (Doctor Lemos).

The legend says that the name of Cacheuta comes from a certain caique who ruled in the valley and was surprised by the Spaniards when he was going to Perú with his tribe to ransom the famous King Inca. At the moment of the surprise the Indians had with them some skin bags full of gold. They succeeded in hiding these skins from the Spaniards. The secret of this hiding-place was transmitted from Indian to Indian till one of them went in search of it. Outworn by fatigue and privation, this Indian was relieved by a missionary who took him to Mendoza and to whom he revealed the famous secret. Several expeditions were organized to find

the treasure but in vain. Cacheuta has kept its hiding-place, but it has given instead its thermal waters in abundance.

Therapeutic Action of the Cacheuta waters.—This thermal station has given excellent results in the treatment of rheumatism. The pain increases during the first four or five days of treatment, but it decreases at once and this improvement is maintained during a long time in persons suffering from acute rheumatism. The effect is not so good as regards neuralgic pains; the patients often keep their pain after the cure. Women suffering from chronic phlegmasy of the uterus have experienced remarkable relief, by following a serious thermal treatment. Those patients suffering from ankylosis obtain as a general rule good results, but in dermatoses and syphilis the results are not very apparent (Doctor Ventura Gallegos).

On account of their high temperature and their electricity in their virgin state, these waters are a powerful stimulant of nourishment; they stimulate energetically the nervous system and, thus the whole organic system.

Under their action the heart beats with violence, the circulation is accelerated, the face is flushed and covered with abundant perspiration which lasts a long time, the brain is congested and then noises in the ears and even vertigo supervene. Their most renowned therapeutical virtues are their anti-rheumatical properties, but they have given good results in all affections produced by chronic diseases having deeply attacked the vital forces of the organism and weakened it. Thus, they are useful to convalescents, chronic rheumatics and those who have had attacks of acute rheumatism and suffer pains in the joints; to arthritics in general, to those who have ulcers or chronic suppurations in the flesh or in the bones; to women suffering from metritis, endometritis, chronic catarrhal salpingitis or from inflammatory stationary exudation of the perimetre.

These waters are prohibited to patients suffering from diseases of the circulatory system in an advanced state, and those suffering from heart-disease many of whom have lost their lives through having had the imprudence of submitting themselves to their action, (Doctor Jacinto Alvarez).

Bathing Establishment and Hotel.—The establishment is called Boca del Rio (River's mouth). The hotel, in spite of its being situated amidst arid regions, and not fit to be compared with other European establishments of its kind, offers nevertheless some comfort to travellers. The charges are moderate, from 9 pesos per day for the first class, and from 5 pesos for the second. The hotel and the baths are open all the year round.

After *Cacheuta* we pass San Ignacio and Potrerillos Stations with a good hotel where every year during the summer season a numerous concourse of tourists meet and near which is found a great water-fall, *Guido*, and then we enter into the historical valley of *Uspallata* enclosed by the wild peaks of the Andes. The station is situated at an altitude of 1,800 metres. At *Uspallata* is the house, it is said, where General San Martin established his camp on his famous passage through the Andes.

From *Uspallata* the traveller goes to *Río Blanco* in the valley of that name, afterwards to *Zanjón Amarillo* where the railway line starts. Five hours after having left Cacheuta, we arrive at *Punta Vacas*, at an altitude of 2,476 metres. On leaving this station we see on our left the mountain called *los Penitentes* the upper part of which recalls the ruins of a cathedral and the small rocks surrounding it seem to be penitents climbing the mountain on their knees.

Further on the traveller finds the mountain called *Santa María* in which certain outstanding points resemble a woman lying down whose breast and body are perfectly shaped; the likeness of this form with the supposed portraits of *Cleopatra* has caused it to be called by the name of this empress.

The Puente del Inca.

The *Puente del Inca* (The Inca's bridge) is a real marvel of nature. The water of the river Mendoza has excavated a block of calcareous rock and formed a natural arch which constitutes, a wonderful bridge, over the river. The solidity of this natural work is still further increased by the supplies of

a spring of calcareous water that comes out from the soil under the same bridge and leaves continuously layers of lime around the unique pillar that supports it; its curve of an elliptical shape is 48 metres long by 28 wide and the moulding is 8 from 8 to 9 metres thick. Its height, from its superior part to the river level is 26·50 metres.

It is situated at an altitude of 2,727 metres above the sea level.

The traveller descends to the springs by the left side of the bridge following a path part of which is formed by steps excavated in the rock. The first spring to be met with is that of «Venus» formed by a grotto of white stalactites of the most beautiful effect; then comes the «Champagne» named thus on account of its foaming waters that spring forth under considerable pressure. Farther on is another one called «Mercure» and some others. After these comes the torrent waters which precipitate themselves furiously making, together with the gound of the springs, a deafening noise, thus contributing to the wild beauty of the spot.

The springs rise everywhere, and are nearly all saturated with carbonic acid, cold in some places, hot in others and only tepid in a few.

The temperature of the principal springs, taken in the month of September is 30° for «Venus» and 34° for «Champagne» and thar when the soil is covered with a sheet of snow which sometimes reaches two metres in height.

Chemical Analysis.—The analysis made of the waters of the springs of Puente del Inca are numberless. Those of Doctor Lavalle published in the Annals of the National Department of Hygiene are as follows:

Puente del Inca possesses 4 saltish springs in which chloride of sodium predominates.

	I	II	III	IV
Temperature	31°10	34°50	34°90	35°
Reaction.....	alkaline	alkaline	alkaline	alkaline
1000 cubic cent. contain:				
Carbonic acid in combination	0·32200	0·34400	0·35900	0·35400
Sulphuric acid.....	1·27807	1·43156	1·43599	1·53599
Nitric acid.....	0·11325	0·12006	0·11473	0·12609
Boric acid	0·36508	0·30198	0·30369	0·31241
Silicic acid.....	0·01405	0·05660	0·04133	0·05300
Alumina	0·60450	0·00529	0·00983	0·01113
Oxide of iron.....	0·00850	0·01136	0·00897	0·01258
Calcium	1·44112	1·37492	1·39324	1·40552
Potassium	0·19797	0·16559	0·17027	0·17542
Chlorine.....	—	—	—	—
Organic matter.....	—	—	—	—
Fixed Residuum.....	17·39300	17·53000	17·80400	17·69400
Loss by Calcination.	0·67040	0·52900	0·70300	0·68000
Free carbonic acid....	0·97300	0·94300	1·38710	0·84700
Magnesium	0·18720	0·17208	0·50225	0·12960

The first of these springs is situated on the plain and at a short distance from the river; the second is that which is found first on the slope and under the bridge itself; it is

followed by the third and fourth at a short distance from the river.

Therapeutical effects.—The waters of Puente del Inca, besides containing twice as much carbonic acid as those of Vichy which gives them the appearance of Champagne, and of potash and soda salts in therapeutical proportion and of a wonderful perfection, contain five times more iron than all the other alkaline waters.

This characteristic property of the waters of Puente del Inca forms a real treasure for the health, because diseases which have not given way to the action of Vichy waters disappear at the end of a short time of treatment with the waters of Puente del Inca.

The great quantity of carbonic acid, iron and alkaline salts that constitute the characteristic of these waters is the cause of their being very excellent for the treatment of diseases unaffected by other treatments, as for instance, gout, rheumatism, affections of the liver and spleen, dyspepsia and all the dangerous diseases of the stomach. But to these curative qualities it is necessary to add the true speciality of the waters of Puente del Inca, that is, their property of being a tonic superior to all the renowned waters, on account of the considerable proportion of iron that they contain.

Besides these properties, these waters possess another one not less precious, and that is to cure rapidly all the obstructions of the stomach, which have hitherto been unaffected by laxatives: the cures of these affections are very remarkable and numerous.

Hotel and Bathing Establishment.—The hotel has been transformed of late and has become a first class establishment. It is only open during the summer season, for in winter it is blocked by the snow storms. The tarif is as follows: Board 10 \$ per day; 5 \$ for children under ten years old; 6 \$ for servants, 0'80 \$ for a bath and 1 \$ an hour for the hiring of a horse or a mule.

Montaineering.—There are no duly organized alpine societies as is the case in Europe, but nevertheless, the learned men and the tourists often make ascents, sometimes very dangerous but always most interesting, to the highest summits of the Cordillera and especially to the Aconcagua at an altitude of 6,835 metres above the sea-level.

Persons wishing to make the ascent of that peak will find guides and all the necessary equipment at the Puente del Inca Hotel.

Christ The Redeemer.—At the Argentino-Chilian frontier an dat an altitude of 500 m. above Puente del Inca has been erected this remarkable monument, by the Argentine Sculptor Mateo Alonso.

The monument was commenced in 1900 and finished in 1903. The statue is in bronze and measures nine metres in height.

It was erected in the month of March, 1904, as a monument to the international peace, to commemorate the *entente* which had just been signed between Argentine and Chili with regard to the boundaries of both countries. The monument was unveiled in the presence of the Ministers and troops of the two Republics which were to follow, in future, their desin-

ies in peace, after a period of tension. The Christ opens his arms in an attitude of blessing the two brother countries.

At a short way from Puente del Inca, we reach Las Cuevas station at an altitude of, 3,152 metres, which has been for a long time the terminus of the line. From this point the ascent of the mountain was made on mule-back.

From Mendoza the line describes 541 curves, crosses 30 bridges and passes through 10 tunnels, not to mention the bridges for drainage and the tunnels built to protect the line against the snow storms and the avalanches.

The Cumbre tunnel.—The entrance to this tunnel is found at an altitude of 3,189 metres and its total length measures 3,030 m. (1,680 belonging to the Argentine side and 1,350 belonging to Chili). These figures do not comprise the tunnels built at the entrance and at the outlet for the protection of the line.

The tunnel passes at about 1,000 metres under the summit of the mountain.

The tunnel has been excavated in the rock but there are great parts of it especially in the centre, dug in feldspar, a kind of rather soft slate. The engineers found some subterranean filtrations of thermal waters as is always the case with this sort of boring, but they did not offer much difficulty. One of them, found lately in September 1909, was exhausted in a few days, for it was a question of an infiltration deposit collected in the interior of the mountains during many years past.

The height of the free transversal section, that is, without counting the thickness of the casing is 5'50 metres from the upper face of the rail. The width, at an height of 2 metres, is 5'50 m. and 4'50 m. on the ground level. The superior part of the vault has a profile in the shape of an arch of a circle of 2 m. radius and it opens into another of 4'50 radius.

The area of excavation of the tunnel is 37'78 square metres and that of the light 23'62; the thickness of the casing which measures 0'50 m. at the vault, increases on the stanchions.

The thickness of the layer of ballast inside is 0'50 m.; there is a little canal in one side for the drainage of the waters. At regular intervals there are some niches of 2 m. in height and of variable width excavated in the thickness of the casing.

The boring was executed very slowly in 1907 and 1908 and very rapidly in 1909. The workmen met on the 27th. November 1909 at 9 a. m. The first man who went across the tunnel was the foreman of the Argentine side who, with 90 workmen (most of them Chilians) went back to their country flying flags and shouting cries of victory.

The testing of the tunnel took place during the first days of 1910 as soon as they had in the interior a little space to make it. The results were satisfactory indeed, for the difference that was found between both lines that had to be levelled, was only of 7 centimetres of deviation in the horizontal and 17 millimetres in the vertical. The direct measure between the two entrances was found to be 2'14 m. shorter than was calculated. The whole gallery of the tunnel is in a straight line, excepting a small curve at the exit on the Chilian side.

The official opening of the tunnel took place on the 5th. April 1910 being the anniversary-day of the battle of Maipú. The trains carrying the Argentine and Chilian committees met together in the middle of the tunnel.

From the tunnel to Portillo station which has been during a longtime the terminus of the Chilian section, the line descends from some vertiginous slopes describing a long curve in the valley of the river Junearillo and approaches the morass known by the name of El Inca, the gentle waters of which, of an intense blue colour are seen from the train. In this region the line is defended by protective galleries against the snow avalanches and stones falling almost continuously from the summits. On starting from Portillo the line takes a great detour towards the valley of the river Junca. That is the most interesting point from the technical point of view, for this curve has permitted the suppression of the helicoidal tunnel, a kind of cork-screw made in the mountain on a length of about 3 km. which it was formerly considered necessary to execute.

From the tunnel of *La Cumbre* down to Juncal station the traveller finds twelve tunnels of a total length of 2 km. on a line of 15 km. After Juncal the bridges begin again, some of which measure over 50 metres. After having passed the station called *Guardia Vieja* (1,633 m. high) and *Rio Blanco* (1,470) the traveller arrives at *Salto del Soldado* (1,240 m.) where the mountain railway ends. For a distance of 43 km. the line descends 1,920 m. After *Salto del Soldado* the line follows the stream of the river Aconeagua, and 27 km. further on, the train stops at *Santa Rosa de los Andes* (830 km.) where the general line of the Chilian railway that takes the passengers to Valparaiso or Santiago begins.

We should advise travellers to stop at the *Ondo hotel*, as being the best of Santiago.

XVII

From Buenos Aires to San Rafael.

(*The Railway line from Buenos Aires to the Pacific*).

He who has not any idea of what is a colonisation railway or who has only a slight notion of the immense future reserved to Agriculture in the Argentine Republic must take this line. All along the way he will see an immense plain of several hundred kilometres in extent monotonous and dreary. At the stations a few passengers hurry to enter or leave down the carriages; in the plain numberless flocks, sheep or horses, either snorting at the passing of the train, or looking carelessly at it while it passes; around the villages, rich crops of corn spreading away as far as the eye can see and gently waving under the breeze of the *Pampero*. From time to time a green oasis indicates an estancia and everywhere wires dividing the estates and producing the illusion of an immense cobweb. This is the region we are going to cross, a region still unpopulated, but to which every year come thousands of immigrants carrying with them their plough which transforms into corn fields this ocean of grass.

The train that will carry us starts from Retiro station at 4.30 p. m. every day except Mondays and Sundays.

As far as Chacabueo we take the line from Buenos Aires to Mendoza; and from this station we run in an oblique line towards the South and we pass the little stations called *Coliqueo*, *Gregorio Villafañe*, *Irala*, *Morse*, *Baigorrita*, *Laplalette*, *Bermúdez*, *Triunvirato*, *El Dorado*, *Gunther* and *Germania*, where there is a branch that connects the line from Buenos Aires to Mendoza at Alberdi.

Hotels.—*El Centenario*, *Germania*, *Confitería del Pueblo* (terms by arrangement).

The post and telegraph offices are opposite the station and a telephonie line puts *Germania* in communication with *Puntos*.

Agricultural and Cattle-breeding Settlements.—*La Germania*, 15,000

hectares; *La Galense*, 7,500 hectares; *La Margarita*, 5,000 hectares; *Pasos Kanki*, 10,000 hectares.

Near *Ingeniero Balbin* station, which comes first, the traveller finds the important agricultural and cattle-breeding establishments belonging to Mrs. Roth, having an area of 100,000 hectares and containing 25,000 oxen and 20,000 horses; that which belongs to Mrs. Anchorena, with an area of 100,000 hectares, 3,000 of which are planted with cereals and containing 35,000 oxen 15,000 horses and 10,000 sheep.

We pass then, *Pichincha*, *Blaquier*, *Santa Eleodora*, *El Dia* and *Piedritas*.

From *Piedritas* a mail-coach carries the passengers to *General Villegas* (4 8 each).

Hotels.—*Piedritas* (terms by arrangement).

Restaurants.—*La Piamontesa*, *La Torinesa* and *Humberto I.*

The Post and Telegraph Offices are in the same station; a telephonic line connects *Piedritas* with *El Dia*, *Bunge* and *General Villegas*.

The chief agricultural and cattle-breeding settlements in the environs, are *Blanca Manca*, belonging to Dr. Walker, with an area of 12,500 hectares; 500 of which are planted with cereals, 5,000 oxen, 2,000 sheep and 300 horses; *Las Piedras* (a limited company), with an area of 17,500 hectares, 1,000 of which are devoted to cultivation, 8,000 oxen, 12,000 sheep, and 500 horses; *La Amistad*, of Martínez Hoz y Compañía, of 3,700 hectares, 500 of which are also devoted to cultivation; 1,000 oxen, 3,000 sheep, 200 horses; *El Québracho* of M. Miguel Ehrling, of 3,700 hectares, out of which 500 are devoted to cultivation; 800 oxen, 3,500 sheep and 300 horses.

Mr. Juan Pastoriza has just installed a cheese factory.

Bunge is a small but very important centre of population where most of the elements of a modern town are found. In the middle of the public square is erected the statue of the founder of the village, Emilio V. Bunge.

Hotels.—We find those of *Lorenzo Díez*, *Santiago Tolosa* and *Juan Vidal* (junior); the tariffs of which are: 1'50 \$ for each meal and 1 \$ for the bed-room.

Physician.—Dr. *Humberto Uva*.

Societies.—*La Argentina*, the object of which is to create a fund to aid its members in case of sickness; the consultations are free and the prescriptions are made up with a 50 % discount.

Newspaper.—*La Voz*.

The post and telegraph offices are in the square and the little town is in constant communication, by telephone with *General Villegas*.

Agricultural and Cattle Breeding Settlements.—*San Genaro*, 24,000 hectares; *La Madrileña*, 8,000 hectares; *Colonia San Francisco*, 8,000 hectares.

We pass *Gondra* and we arrive at *Buchardo* whence a branch joins the line from Buenos Aires to Mendoza at *Rufino*.

Hotels.—*Universal*, *Unión* and *España*.

Physician.—Doctor *Luque*.

Post and telegraph office in the square; telephonic communication with *Huinca Renancó* and *Cañada Verde*.

Agricultural and Cattle Breeding Settlements.—*San Juan* (a limited company), possessing 2,500 hectares of cereals and *San Carlos*, of L. Zorilla y Aristizábal, 3,000 hectares of cereals.

As far as *Huinca Renancó* we find the small stations of *Burmeister Onaguito*, *Italo*, *Pincén* and *Ranqueles*.

At *Huinca Renancó* we take the line from Bahía Blanca to Justo Daract and we cross Nazca. At *Cañada Verde* we leave it and pass rapidly through the stations known by the names of *Los Alfajares*, *Ingeniero Malmen*, *La Nacional*, *La Penca* and we arrive at *Buena Esperanza* which possesses two hotels; the Central Hotel and the Hotel de la Feria (3'20 \$ a day).

Physician.—Dr. Antonio González.

Various.—*Club Social*, Post office in calle Bartolomé Mitre; local telephone.

Agricultural and Cattle-Breeding Settlements.—*El Machao*, of F. Gren;

La María, of Leonor de Lescá; *La Invernada*, of José M. Imas; *El Verano*, of Enrique Sojo; *La Esmeralda* and *La Dulce*, of H. Bombernard.

The following stations do not offer anything particular; they are all cattle-breeding and agricultural farms: *Frisia*, *Dixonville*, *Batavia*, *Coronel Segovia*, *Nahuel Mapa*, *Usiyal*, *Plumerito* (meteorological station); *Media Luna*, *Pampa del Tigre*, *Corral de Lorca*, *Ovejería*, *Gaspar Campos* and *Goicoechea*.

We arrive then at Monte Comán, situated in the department of San Rafael (Mendoza) and we find ourselves amongst the vineyards.

Hotels.—*Universal*, *Panonia* and *Cosmopolita* (4.50 \$ a day).

Agricultural Settlements.—*Villa Atuel*, 900 hectares, 200 of which are vine plantations and the rest devoted to other cultivation. *Bodegas Orizú*, 800 hectares, 150 of which are vine plantations and the rest also devoted to other cultivation.

At *Guadalest*, a station that we pass immediately afterwards is the junction of the line coming from *Las Cañitas* and which connects San Rafael with Mendoza.

Resolana and *Cuadro Nacional* attract very little attention and we arrive at last at *San Rafael*.

San Rafael is the second town in the province of Mendoza and its importance is especially due to the vineyards around it. It is the head of the department of the same name.

Hotels.—*La Unión*, *El Colón*, *Paris*, *Universal* (terms by arrangement).

Banks.—*De la Nación*, *de la Provincia*, *Francés del Río de la Plata*, *Español del Río de la Plata* and *Anglo Sud-American*.

Physicians.—Drs. F. Schetacoff, M. Chercott, N. Brana, G. Gallegos, F. Hermann.

Dentists.—A. Cuvix, A. Cartilla.

Societies.—*Italian*, *Spanish*, *French*, and *Obreros y Artesanos de socorros mutuos*; *Club Obrero*.

Newspapers.—*El Imparcial* and *El Cronista*.

Wine growing Establishments.—J. B. Cornu, Luis Zirazo, Melitón Arroyo, Carlos Jansen, José Brunetti and Tomás di Flavio.

XVIII

From Buenos Aires to Tierra del Fuego.

The Hamburg South-American Company (agents: A. M. Delfino and Brother, Calle Sarmiento 442), has established under the denomination of *Southern National Line* a service made by the splendid steamers *Camarones*, *Presidente Mitre*, *Presidente Quintana*, *Mendoza*, *Corrientes* and *Desterro*.

These steamers stop regularly at the following ports: Bahía Blanca, «San Blas», San Antonio, «San José», «Arroyo Verde», Madryn, Pirámides, «Rawson», Cabo Raso, Camarones, «Visser», Comodoro Rivadavia, Caleta Olivia, Mazarredo, «Cabo Blanco», Deseado, «Sea Bar Bay», San Julián, Santa Cruz, Gallegos, Punta Arenas, Lapataia, Ushuaia, Almanza, Brown and Harbeton (1).

The steamers bound for Tierra del Fuego make one voy-

(1) The names between quotations indicate the ports where the steamers stop if there are any goods and passengers.

ge a month but without any fixed day for their departure. The steamers for the nearer ports start more frequently.

The voyage to Tierra del Fuego lasts from 45 to 50 days and to Punta Arenas from 30 to 35 days. That depends on the good or bad state of the sea, on the facility or the difficulty found in loading the steamer, an operation performed as a rule while on the high seas for want of ports.

These steamers start from the south wharf (Port of Buenos Aires), at noon.

Fares: 1st. class to San Blas, San Antonio, San José, Madryn, Pirámides, Rawson, 70 \$; to Cabo Raso and Santa Elena, 100; to Camarones, 120; to Visser, Comodoro Rivadavia, Caleta Olivia and Mazaredo, 130; to Cabo Blanco, De seado, Sea Bear Bay, 150; to Bahía Laura, San Julián, 170; to Santa Cruz, 170; to Gallegos, 180; to C. Virgenes and Punta Arenas, 200 and to Lapataia, Ushuaia, Almanza, Brown and Harbeton, 240 \$.

The passengers making the whole voyage have a right to the free transport of 6/10 of a cubic metre of luggage in the first class and of 3/10 in the 3rd.

Besides this Company, the *Pacific Steam Navigation Co.* whose boats call at Bahía Blanca on their voyage to the ports of the Pacific, call as well as Ushuaia and Lapataia.

The national territory of Tierra del Fuego administered by a Governor appointed by the National Executive Power has an extent of 21,048 km. and possesses a population of 2,500 inhabitants, 1,200 of whom reside in the capital, Ushuaia.

This town is situated at 1,670 miles from Buenos Aires.

The physical aspect of Tierra del Fuego resembles agreeably that of the region of Patagonia in the Straits of Magellan. The extensive valleys which are found in its northern part are very flourishing and fertile. In the interior the visitor can see here and there some high peaks, plateaus and hills bare in some places, but covered in others, most of them with shrubs or grass suitable for feeding cattle. This region is irrigated by numerous rivers, rivulets, brooks and lakes that supply abundantly fresh water all the year round.

The largest rivers are: the *Río Grande* and *Carmén Silva* but none of them is navigable.

The climate of this cold region is not insupportable; the maximum and minimum taken during several years, are respectively of 5° and 10° centigrades. Calm days are frequent in winter; the rains increase in autumn and summer; the dry winds from the south-west and west are the most frequent and possess sometimes a terrific force.

Like Santa Cruz, the means of communication of which this territory disposes are the steam-boats calling at its

ports. In the north part of the region there are good roads that connect the different villages and enter the Chilian territory on their way to the south coast of the Straits of Magellan. Not a single national colony, up to the present day has settled in the Tierra del Fuego, the capital of which is Ushuaia.

We shall make the voyage to Tierra del Fuego on board a steamer belonging to the *Hamburg South American Company*.

As we have already stated, the departure takes place, as a rule, at noon from the South wharf (port of Buenos Aires).

The following day the steamer passes off Mar del Plata the well-known bathing beach whence the traveller sees, on the coast the light-house of *Punta Mogotes* with alternate projections; the next day the steamer arrives at the commercial port of Bahía Blanca, which is, on account of the depth of its waters one of the best in the Republic.

At this spot the traveller, if he arrives during the night, will be able to see the lights of another lighthouse, very important, situated in the place called *Coronel Dorrego*, which we have already mentioned before.

The town of Bahía Blanca, if the traveller has sufficient time, must be visited for it is very interesting; its important military port and careening dock with its imposing fortifications situated at one hour's rail from the former are particularly remarkable.

Early on the following day the steamer starts towards the south; it passes through San Matías' gulf, nearly always boisterous and at about 200 miles from Bahía Blanca the traveller finds the Váldez Península (Chubut).

The bay, sheltered from the north wind by the Port of the Pirámides and from those of the south and south-west by Kraker or Madryn, is out of reach of the fury of the Ocean.

The Váldez peninsula contains in the interior of its soil as well as in its high hills a source of riches, the works for obtaining these were commenced these last years. We mean the salt, which can compete with that of Cadiz and abounds there in extraordinary quantities. From Puerto Pirámides to the salt-mines the distance is only 32 km. 853 m. which run by a train on a narrow line, constructed in 1900 for the transport of goods by Mr. E. Piaggio who is now working the mines.

The Váldez peninsula is a part of the National Territory of Chubut the capital of which is Rawson which contains 4,000 inhabitants.

The Chubut territory embraces an extent of 247,331 square km. and has a population of 32,000 inhabitants.

Around the Váldez peninsula several cattle-breeding settlements, some of which are very important, have been founded. The region is considered one of the best for sheep-breeding, the number of sheep reaches the high figure of 109,000 head; cattle are represented by 3,420 head. The annual increase of the sheep varies between 30 and 37 % for all the settlements named hereunder with the extent of land that each one of them possesses: Ernest Piaggio, 20,000 hectares, 14,750 sheep; E. Parelieux, 10,000 hectares, 3,500 sheep Rambouillet stock; H. Díaz, 10,000 hectares, 3,200 head of sheep for native wool and 1,750 oxen; J. Tolosa, 10,000 hectares, 7,250 sheep for wool; J. Peleguria, 10,000 hectares, 5,300 sheep Rambouillet stock; A. Roggero, 20,000 hectares, 16,430 sheep; F. Girlando, 5,000 hectares, 2,750 sheep; G. Elesegúi, 5,000 hectares, 3,600 sheep; M. Iriarte, 5,000 hectares, 2,780 sheep; F. Arbeleche, 7,500 hectares, 3,000 sheep and many other small proprietors.

In the Chubut territory are the following three pastoral colonies, founded by the National Government: the «Colonia Sarmiento» which possesses 82,204 sheep and 15,000 oxen; the «Colonia San Martín», with 74,918 sheep and 20,185 oxen; the «Colonia 16 Octubre» which numbers 32,250 of the first and 18,730 of the second.

After having rounded Punta Delgada, the traveller enters the imposing Golfo Nuevo, and the steam ship then casts anchor at *Puerto Pirámides* where the amateur hunter finds numerous sea-wolves. At dusk, it arrives at *Puerto Madryn*, connected with *Trelew* by means of a railway line (70 kilometres long and 1 m. wide) laid on the initiative of the Welsh colony settled in Chubut since 1863.

Madryn offers a poor aspect; a score of houses are scattered near the beach; on three or four of them the Argentine flag is flying; these are the Governor's, the Post-Office and the Police-station. Opposite the Governor's house there is a large wharf belonging to the «Chubut Railway Company» where a few isolated wagons are seen.

The vegetation in *Madryn* and its environs is very scanty: the greatest inconvenience in this post is the want of fresh water.

At about four leagues from *Trelew*, the commercial centre of the colony, the visitor will find *Rawson*; the capital of the territory.

Camarones Bay.—At 16 km. from the harbour is the «colonia de Cameron Greenshields and Co. proprietors of 100,000 hectares of land 20,000 of which and perhaps over that number are enclosed in a circle of wires. Besides the proprietors have made a large pond for dipping the sheep (6,000) the greatest part of which come from the Malvine

Islands whence a steamer carries them every 10 days at the rate of 1,000 head in each voyage.

Touching almost the above mentioned settlement stands that of Messrs. Schelkly and Tschudi where the visitor can enjoy a magnificent panorama extending over the Bay and the «Península de Camarones» for a distance of 4 leagues.

This region was, some years ago, almost a desert, but now the farmers come in crowds.

Another breeding settlement and a really important one, is that belonging to Mr. Fischer, whose mansion is situated opposite Cape Raso in sight of which the steamers arrive: this settlement possesses a large number of sheep.

The principal inhabitants and proprietors of Camarones are: Schelk and Fischer, 38,750, oxen and 21,320 sheep Romney Marsh stock; A Velas, 20,000 hectares, 14,720 sheep (with a 35 % increase) of Rambouillet stock; Mateny Grether, 32,000 hectares, 19,000 sheep (with an increase of 53 %) and 410 oxen; D. Costaguta 32,500 hectares, 4,200 sheep Lincoln (with an increase of 28 %); S. Fischer, 25,000 hectares, 25,080 sheep Rambouillet (increase 80 %); Tudere, 15,000 hectares, 8,430 sheep Rambouillet (with an increase of 32 %); A. Pueia, 15,000 hectares, 15 oxen and 6,700 sheep (native with an increase of 37 %); Luis Raggio, 15,000 hectares, 5,320 sheep Rambouillet (increase 30 %); L. K. Ramos Otero, 25,000 hectares, 18,000 sheep Rambouillet (with an of 61 %); L. Díaz, 15,000 hectares, 9,100 sheep Rambouillet (with an increase of 50 %); Gurgoy Crámer, 17,500 hectares, 4,000 sheep (with an increase of 60 %); E. Guerrero, 10,000 hectares, 150 oxen, 6,000 sheep with an increase of 32 %); E. Pagliano, 10,000 hectares, 15 cattle, 4800 sheep (with an increase of 28 %); Meiche Bros., 12,500 hectares, 6,700 sheep (with an increase of 28 %); M. Amandi, 12,500 hectares and 10,700 sheep Rambouillet variety (with a 60 % increase); J. Kern, 15,000 hectares, 7,500 sheep (increase 38 %); J. Campaen, 10,000 hectares, 6,350 sheep (increase 37 %); B. Dindart, 10,000 hectares, 5,570 sheep Rambouillet (increase 85 %). There are in all, in the region of Camarones, 249,712 sheep (male and female) 2,501 oxen (male and female) and 4,016 horses and mares.

Another important port that comes after is *Puerto Descadó* (the Desired Port).

It was so called by an English sailor, Thomas Cavendish, who anchored in it towards the end of 1586 and one of whose ships was called «Desired». This port was visited by Magellan in March 1520 when this celebrated navigator made the voyage during which he discovered the straits that bear his name. Chidley entered it in 1589, Cavendish visited it again in 1592 and seven years later the Dutch discoverer

Olivier Noort entered it also. In the month of December of 1615 the famous Dutch sailor Lemaire cast anchor at Deseado, leaving on shore some tokens of his passage there as well as an inscription bearing the commemorative date. This inscription was taken away by Narborough in 1670, as well as 10,000 penguin's eggs that he had picked up on the beach. In 1770 Viedma entered the port Deseado where he had a fortress built, the ruins of which can still be seen. In 1834 Darwin went there on board the Beagle. The tide reaches, in the port, the height of 10 metres. The traveller can lay in a provision of fish and shells. In the interior are many woods, fresh water to drink and salt-beds.

On the route taken by these steamers, there are, besides, the following ports: *Comodoro Rivadavia*, a small town, important for its oil wells; *Cabo Blanco*, situated at the base of high mountains without any vegetation; *San Julián* and *Santa Cruz*.

From *San Julián*, and towards the South nearly all the trade is Chilian. The trading houses have their offices at Punta Arenas. The products of the region are forwarded to this town where they are embarked for abroad on board the Chilian steamers.

This territory has been almost entirely abandoned to foreigners although it is a propitious spot for breeding. It only wants a means of communication with the interior. From the river *Coyle* as far as *Ultima Esperanza* the country is sufficiently populated and the traveller finds some estancias such as *El Cóndor* with 175,000 hectares. All these settlements are connected by telephone and have a direct communication with Puerto Gallegos and Punta Arenas. They are devoted chiefly to sheep-breeding. The land is fit for this sort of breeding. Diseases are almost unknown amongst the cattle and the increase is enormous: there are some estancias where it reaches a 112 %. The annual mortality amounts to 20 % and it is chiefly due to cold weather.

Here is the list of the principal estancias actually existing in the department of *Río Gallegos*, territory of Santa Cruz:

SETTLEMENTS	PROPRIETORS	Area — hectares	Sheep male and female — heads	Produc- tion %	Remarks
Chiminaike.....	Cap. Eberhard...	40,000	40,000	90	Feneed in
Killikaike Sud...	Williams, Curtze & Walter.....		20,000	50	»
Guaraike	Redman & Wod- man	40,000	32,000	110	»
Markataique.....	A. Kask.....	20,000	20,000	87	»
Bonjuanaike.....	L. Scott.....	20,000	16,000		
Bellavista.....	H. Betich	20,000	10,000		
	D. Magan.....	15,000	9,000		
Ortenaike	W. Clarke.....	20,000	16,000	93	»
Chankaike.....	L. Maupas.....	30,000	18,000	103	»
	Ferrari.....	30,000	20,000		
	Noya.....	20,000	10,000		
Punta Loyola	P. Urbina.....	10,000	9,000	87	»
Otwag & Co...	Hamilton & Lan- ders.....	175,000	60,000		
Killikaike Norte.	H. Felton.....	20,000	16,000		
Hill station.....	J. Halliday.....	22,500	18,000	95	»

The sheep are generally of Falkland and Romney Marsh origin crossed with Merinos: they are very big and fat. The sheep weigh as an average from 70 to 80 kg. and some of them even 110 kg. The month of March is the most favourable for fattening. In some estancias the proprietors have had a produce of 4'50 kg. per fleece. The sheep preferred are those having a thick and short wool, for among those of the Lincoln stock, on account of their long wool there is great mortality during cold winters; the frost adheres to the wool and prevents the animal from moving. In this country the cattle do not suffer any disease and epidemics are unknown.

Santa Cruz is the most important town that the traveller discovers in the whole route after leaving Puerto Militar.

The port of Santa Cruz was discovered on the 3rd. of May 1520, the day of the festivity of the Holy Cross (whence its name comes) by Juan Rodríguez Serrano, one of the commanders in the Magellan expedition. In the bay where Port Santa Cruz was built is the mouth of the river Chico coming from the northwest. At that spot the anchorage is very good and there is in it every convenience for navigators. At a

short distance from the port's entrance, at Punta Reparo, stands the town of Santa Cruz.

Built on the left bank of the river which bears its name, it extends as far as the base of the mountains that surround it on the north and is protected against the winds coming from the interior. The number of its inhabitants amounts to about 500; the houses are built of wood and zinc and this system explains clearly enough the rapidity with which a whole town can be built. But they begin now to build with bricks; the streets, very wide, straight and leve, divide the town into squares. The main street, commencing at the shore has its end at the foot of the mountain and bears the name of *Avenida del General Roca* in remembrance of the visit that the President paid to Santa Cruz on his return from the meeting held at Punta Arenas.

What first attracts the travellers' attention at Santa Cruz is the extraordinary number of hotels and grocers, the existence of which we are not able to explain. The country itself is gloomy and only shows some animation when, from time to time, a steamer casts her anchor.

This is the spot where a very important establishment for fish culture on the model of that of the United States, was founded; the incubation of eggs takes place in special boxes kept at a temperature of 9 or 10 degrees and with a continuous current of 400 litres an hour. On being hatched the newlyborn fish pass into other depots with a sandy bottom where they easily feed themselves; they remain there until they are able to help themselves. Then they are set at liberty or they are taken to other depots to be transported to all the provinces of the Republic.

At the mouth of the river the traveller sees the town of *Gallegos* the capital of the Government (Gobernación). This name comes from the pilot Barco Gallego who entered in 1520 with one of the ships of the Magellan expedition. The mouth of the river is really a sea-arm which runs through the territories for a length of some miles. It has, at about six fathoms of water, two good anchorages marked on the hydrographical maps of the English Admiralty. The mouth or entrance to the port where the rocks are seen at low tide, is formed by the Cape Buen Tiempo in the north, and in the south, by Punta de Loyola.

Gallegos, the capital and residence of the Government of Santa Cruz, is built on the right bank of the river of the same name, more flat than the left bank which is mountainous and sloping. The shape of the town is quadrilateral and it extends from West to East, divided into squares by wide and straight streets which are badly levelled. The main street that divides the town in all its length is the *Avenida del*

General Roca, where stand the best buildings, the branches of the *Banco de la Nación* and *Banco de Tarapaca* and the first-class hotels and trading houses, some of which are really important. In this Avenue stands also the *Club Social*.

There is also a very remarkable little church of Renaissance style built in the form of a Greek cross the construction of which has cost over 11,000 pesos. It is built, like the other buildings of wood and zinc.

The Salesian monks who have the care of this church, have established not far from it their residence and a college for boys, but there is also a mixed school belonging to the State.

The only industry in Gallegos is the manufacture of tallow: the trading houses are prosperous because, up to the present they have not a custom-house to deal with. The establishment of custom duties would undoubtedly be the fall of many of them.

Gallegos is in direct communication with Punta Arenas by a weekly service of steamboats which sail under the Chilian flag, and which transport passengers and goods. The voyage lasts 30 hours if the weather is good. The steamers belonging to the Hamburg South American Company make communication possible between Gallegos, Punta Arenas and Ushuaia. Besides, the transport boats that the National Government has established on this line, also connect Gallegos with Buenos Aires and the ports already mentioned.

On the 23rd. May 1904, the shooting range built for the first battalion of mounted infantry was opened.

The centres of population of Tierra del Fuego are, besides Ushuaia, *Lapataia*, a timber-sawing settlement situated on the bank of the Beagle canal 14 miles west of Ushuaia; the estancia *Punta Remolino*, 15 miles east of Ushuaia; *Puerto Almanza*, 26 km. west of Ushuaia; the timber sawing settlement of *Puerto Brown* situated on the banks of the canal belonging to the Agricultural Settlement of *Puerto Harbetón* near the Beagle canal 39 miles east of Ushuaia; the estancia *Río Grande* on the Atlantic coast, at the mouth of the river of the same name, which as an area of 259,000 hectares and possesses a modern installation, good, well lit buildings, a steam press and a boat which makes the regular service to *Río Grande*; the estancia *Río Martín*, on the shore of San Sebastián's bay.

The island, mountainous in the centre and in the west, flat on its eastern side, possesses in the latter magnificent pastures and a beautiful forest. From Cape *Espiritu Santo* and as far as the river *Pellegrini* or *Grande* prairies prevail everywhere and on the south the Antarctic forests extend as far as the eye can see. The climate and the

pasture on the northern side of the island are fit for sheep-breeding and this industry improves greatly every day. On the beaches of San Sebastián's bay are some gold washing concerns which to all appearances must have been very profitable to those who installed them. The montains *Sarmiento* (2,000 m.) and *Darwin* are the highest summits in the Tierra del Fuego. The most important river is the Pellegrini (according to Lista) or the Juárez Celman (according to Popper.)

Ushuaia.—It is the Capital of Tierra del Fuego and situated on the Beagle canal.

This territory is situated on the south of Santa Cruz and it is separated from the continent by the Straits of Magellan.

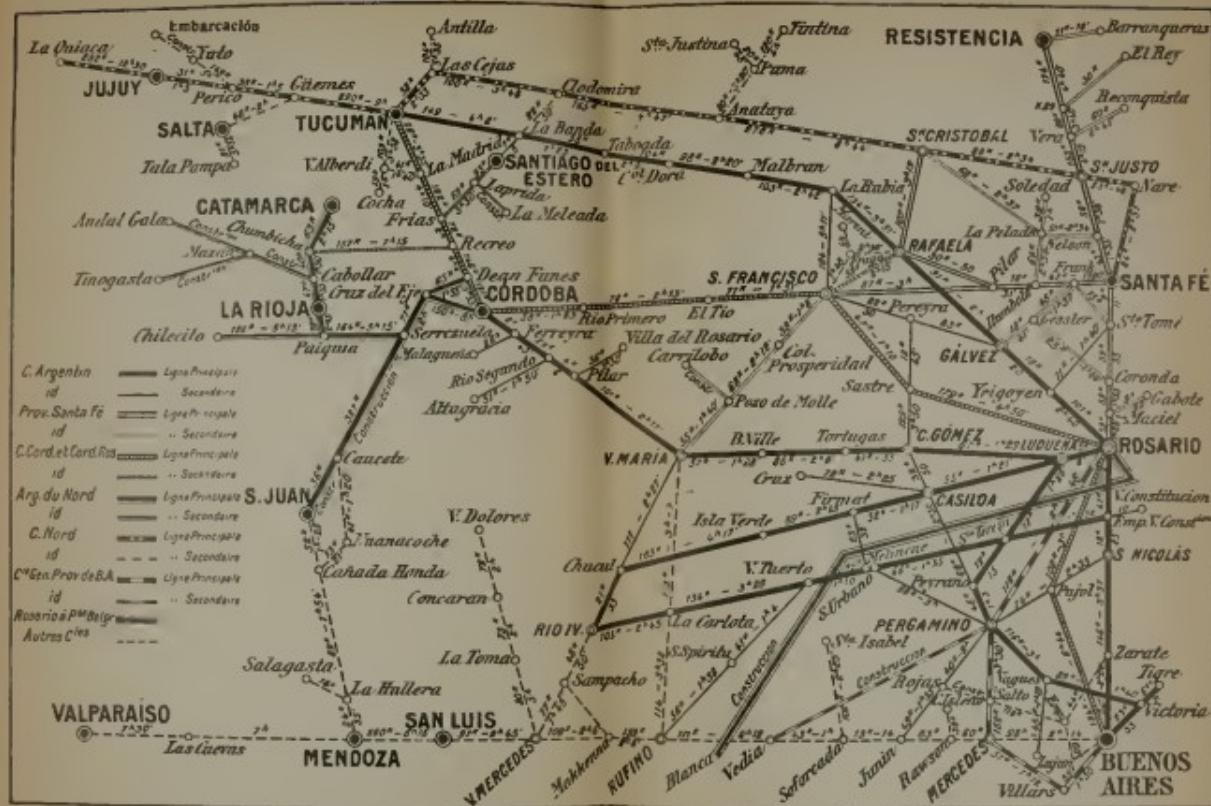
It is bounded by a line which starting from the point called Cape Espíritu Santo, at $52^{\circ} 40'$ Lat. runs along towards the South coinciding with the meridian $68^{\circ} 34'$ west of Greenwich and prolonging itself as far as the Beagle canal: on the East and South its limits are the waters of the gold washing basin of Punta Arenas on the shores of Saint-Sebastian's bay; the agricultural establishment and gold washing establishment of *El Páramo*, situated on the shores of the Atlantic north of the bay of Saint Sebastian and the estancia *Río Cullen* which is situated on the shores of the Atlantic Ocean near the Strait of Magellan.

The name of Tierra del Fuego (Fireland) given to that island situated at the southern end of the American continent, originates in the numerous fires seen by the first navigators of these seas either in the interior or in the canoes of the Indians. The natives had with them, indeed, lighted torches at night whilst they were hunting birds, and by means of the fire they made signals, and used to burn the herbs and brambles when they were dry with the object of clearing the land where the beeches grew in abundance. «It is impossible—says Mr. Bridge, an ancient inhabitant of the island—that the name it bears was given to it on account of its volcanoes, for there is not a single one in eruption and never has been one in historical times.»

There is at Ushuaia, since 1900 an establishment belonging to the Nation, and serving as an abode for prisoners sentenced to penal servitude, as well as a prison for habitual criminals with a building containing cells 75 m. deep with a front of 33 m.

The penitentiary possesses a timber-sawing department where the timber of the island is sawed or cut. There are also some work-shops of locksmiths, joiners, shoemakers, a foundry, a printing office and a bakery. They also work a basalt quarry which supplies stones for building purposes

NETWORK OF THE NORTH RAILWAYS



BARTON

and the management has laid a sort of a railway called «*Xylo-carril*» with wooden rails and wheels made by the prisoners to facilitate the transport of materials. The prisoners work not only in the work-shops of the establishment, but also in the town, making streets, squares and houses. The establishment is lighted by electricity by means of a motor and a dynamo worked by the prisoners themselves.

Topography.—The territory of Tierra del Fuego offers from many points of view a special attraction to the tourist. The island will in time become the object of an important number of excursionists.

There are in the island—says a tourist,—remarkable landscapes forming a strange contrast; I may mention specially, *La Romancha*, a place where the snow heaped by the wind covers a great part of the foot of a hill; the ice has a bluish hue and floats on the water where the tourist can see some small icebergs detached from the mass; numerous torrents run winding through the crevices of the mountains and fall down with a terrific noise; this white mass is surrounded by a splendid vegetation, the greater part of the trees growing in these places is composed of «*fagus*» a species of tree which reaches immense heights, and being, as they are, of a pyramidal shape cover the mountain sides.

For the present, in spite of the attractions we have just mentioned, the travellers who venture in these places are very rare; the living is very difficult for there is neither hotel nor any indispensable comforts. Nevertheless, the progress of the country is so rapid, the benefits and advantages given to these regions by the steamers of the various Companies that call at their ports are such, and the actual communications are so active, that we should not be astonished if by the time this edition of the Baedeker appears, the inconveniences we have spoken of have ceased to exist.

XIX

The southern landscapes of the Argentine Republic.

If it is true that there are a great many people in Europe who are not aware of anything relating to the Argentine Republic, there are an equal number in this very part of South America who do not know its beauties.

During the summer season, many families and tourists go to the *Sierras de Córdoba*, others go for an excursion to Europe; but those who know that there are in the region of the Andes marvellous sights only comparable with those of «beautiful Switzerland» are a very small number. It is also true that to reach them there are no sleeping cars, and

to receive them, there are no hotels, but if the tourist sacrifices himself a little, he will no doubt be largely rewarded afterwards by the wonderful panoramas he will be able to enjoy.

It is also necessary to acknowledge that the time wanted for the journey is the chief obstacle: but in a short time travellers will be able to go as far as lake Nahuel Huapi by rail; then the journey will be much more comfortable. Now, with regard to the climate, it is very cold in winter in the southern part and hot in summer, but it is always very healthy and the landscapes seen all the year round leave an impression not to be easily forgotten.

Towards the North, in the region of Santa Cruz and Chu-but the climate is somewhat milder.

He who defying the material difficulties of which we have just spoken, will go as far as the base of the Cordillera, will not regret his journey, for he will be able to enjoy an unrivalled panorama formed by a continuous defile of forests, mountains and lakes. At every step the traveller is enabled to enjoy a new marvel of nature, and the journey leaves in his spirit an ineffaceable remembrance.

Further on, towards the north, the difficulties disappear and the climate of the Neuquen territory becomes ideal.

An interesting journey which can be made through these regions is to go to Chili by crossing the Andes and return to Buenos Aires by Santiago and Mendoza.

The journey is made by a road that follows for a certain distance the river Neuquen, crossing a dreary region as far as *Chos Malal*. The landscapes that unfold before the traveller from that point are simply marvellous.

He crosses *Sierra del Viento* (the Wind's mountain) crowned with eternal snow and he arrives then at the sources of the river Neuquen which falls between two high basaltic barriers and which is fed by the melting of snow on the neighbouring mountains. A short stop can be devoted to guanaco hunting and trout fishing.

Continuing now the route towards the North-West, the traveller crosses fertile plains where the villages are numerous and he reaches the first forest on the banks of the Nahueve, which flows from the lakes known by the name of *Las Lagunas*.

The road running round these lakes leads the traveller into one of the most beautiful regions; steep mountains at the foot of which murmur the waters coming from the lakes, peaks covered with snow, the silhouettes of which stand out against a limpid, blue sky and are reflected in the waters; everything in short, contributes to the beauty of the panorama.

Then the forest disappears: Gradually towards the north and south the traveller sees great masses of mountains white with snow which are lost to sight in the far blue, and on the west the path descends winding towards the Chilian plain. The flowers become more and more numerous, the country abounds with fruit, and a few miles farther on the tourist arrives at *Río Neublé* by the banks of which he travels during some time. Then, he takes the train to San Carlos or to Chillan. It is very difficult to describe this part of the journey, and all we can say, is that he who has visited Switzerland may think himself transported to the canton of Vaud or to the plains of Neuchatel.

The views we reproduce here give but a very little idea of these marvels of nature.

XX

From Buenos Aires to Tucuman.

The way from Buenos Aires to Tucumán is one of the most interesting and instructive existing in the Argentine Republic, and any one wishing to know with the utmost accuracy the resources and progress of the country must undertake this journey. For this purpose he must take the main line of the Central Argentino, formerly *Ferrocarril de Buenos Aires á Rosario* which will carry him through the richest provinces of the Republic and which is prolonged, to the North as far as the Chaco, the mother-country of the Quichúa Indians, on the frontiers of Bolivia.

The express train starts from *El Retiro*, on Mondays, Wednesdays and Fridays at 8·40 a. m. and arrives at Tucumán at 9·40 a. m. the following day. There, the traveller wishing to continue his journey towards the North must take the train of the *Central Norte* at 11 a. m. and arrives at Rosario de la Frontera at 3·41 p. m.; at Salta at 9·45 p. m.; at Jujuy at 10·20 p. m. and at La Quiaca on the Wednesday following at 6·40 p. m.

This service is one of the best as regards organization comfort and luxury, for the trains are provided with dining, sleeping and drawing-room cars of the most modern construction.

When the traveller takes the train at *El Retiro* he feels agreeably surprised both by the comfortable carriages in which he is going to travel and the politeness of the officials who like to guide the traveller through this essentially cosmopolitan country. The bell rings and the train starts.

The travellers' attention is then attracted by the immense *Río* and its small boats trading with the islands of the Pa-

raná Delta, a sort of South-American Nile. After having travelled five kilometres along the banks of Río de la Plata, a picturesque panorama of the sporting grounds of Buenos Aires unfolds itself before the eyes of the traveller from the railway viaduct (which is over three kilometres and a half in length and measures ten metres above the sea-level) commanding the magnificent gardens of Palermo, the Bois de Boulogne of Buenos Aires; the hippodrome, where the best and most beautiful horses in the world are shown; the field for the army's manœuvres; the Argentine Golf Club and the sporting grounds with as good an organization as any of the most renowned towns in the world, and certainly more important than those of any town having the same population as the Federal Capital, which has more than 1,400,000 inhabitants. Whilst the traveller is thinking of the enormous expenses of this young nation for recreation and sports the train arrives at Belgrano Station.

Belgrano, the English suburb, is a small reproduction of Buenos Aires, with its gardens and beautiful parks, but the presence of the English element is immediately revealed by the architectural style of its buildings, specially of its Gothic villas erected in the centre of magnificent parks.

Not far from Belgrano there appears *General Urquiza*, the favourite residence of the French colony. It is a charming suburban small town where the artistic taste of its inhabitants is shown, for they have spared neither their money nor their efforts to place it on the same level as that of their Saxon neighbours.

We arrive now at *San Martín*, a fine and progressive place with a great future, endowed with all the elements of a modern town, where the National Government possesses for 26 years past the Military College. There are in San Martín a hippodrome and numerous sporting societies.

We stop then at *Villa Ballester* where the Germans spend their leisure hours after their daily toil in the city. This is the last station of the suburban section of the Central Argentino and afterwards the traveller finds himself running, at the rate of 65 km. an hour on the main line of Rosario, the most important town of the neighbouring province of Santa Fe.

We pass rapidly *Pacheco* (34 km.) situated in the centre of the estate known by the name of *Talar de Pacheco* belonging to Señor José Pacheco y Anchorena.

This is one of the most picturesque spots in all that part of the province. On the left is the castle or *Talar de Pacheco*.

In 1912, the *Talar de Pacheco* was the meeting place of the «Foxhunting Club» the members of which belong to the best families in Buenos Aires.

After Pacheco, we find *Benavidez, Ingeniero Maschwitz* and we arrive at *Escobar* which forms a strange contrast with the suburban towns we have just mentioned. This is the centre of a very rich agricultural region whence eggs, fruit, vegetables and dairy produce are sent daily by a special train to the capital, for the needs of an incessantly growing population. In the neighbourhood of the station Doctor Benito Villanueva has had some stables built and collected all the necessary elements for a private high class breeding establishment. His name is prominent in the annals of the Jockey Club as being one of the promoters of the introduction of English breeds in the Argentine. His establishments, with their respective buildings are seen from the train and they are organized for animals from all parts.

One hour's run between an undulating plain and an immense marshy country extending as far as the Rio where thousands of animals live peacefully, takes the traveller to the progressive and industrious town of *Campana*. Two small stations have been built on this route: *Río Lujan* and *Otamendi*.

Campana possesses a port of a sufficient depth for the biggest vessels trading in the River Plate: it is the site of the oldest and not the least important of the frozen meat companies in the country. The town possesses some very great permills, naphta and vil refineries and their proprietors, most of them English and Germans, as well as their workmen, are happy to possess so charming a town situated on the bank of the Rio with its Yachting, Tennis, Cricket and Football Clubs just near the place of their daily toil.

Hotels.—*Campana* and *Lovely* (8 \$ a day).

Physicians.—Drs. Tristán González, José Saborido, Baldomero Gaya.

Bank.—A branch of the *Banco de la Provincia*.

Hospital de San José, situated one km. from the town.

Newspapers.—*La Defensa Popular, La Tribuna, El Imparcial*.

Post, telegraph and telephone offices.

Industrial Establishments.—Frozen meat: *The River Plate Fresh Meat Co.*;

Oil Refinery: *Compañía Nacional de Petróleo*; Paper Mills: *La Buenos Aires* and *La Italo-Argentina*.

The neighbouring towns of *Zárate* and *Las Palmas* are also improving and English capital is well employed in the freezing establishments.

Zárate was founded in 1801 and has now twelve thousand inhabitants. The Nation has built in the town a maritime arsenal.

Public Carriages.—One drive 0·50 \$; one hour 2 \$.

Hotels.—*El Globo* (6 \$ a day), and *El Fénix* (8 \$ a day).

Banks.—Branches of *Banco de la Nación* and *Banco Español*.

Physicians.—Drs. Amadeo Paradelo, Félix Pagola, Carlos Roldán Vergés.

Dentist.—Jorge Otton.

Various.—Municipal Band; *Nuestra Señora del Carmen Hospital*; *El Progreso Club*; Italian, French and Spanish societies; newspapers, *El Debate* and *El Eco*; Post, telegraph and telephone offices.

Industrial Establishments.—Paper-mill *La Argentina*; frozen meat, *The Smithfield*; factory of chemicals *La Diana*.

At Las Palmas is the freezing establishment called *Las Palmas Produce Co. Ltd.* and not far from this place is the breeding concern *Las Palmas* belonging to Colonel A. F. de Urquiza who devotes himself to high class breeding.

It would be impossible to find throughout the whole Province a *cabaña* (hut) so picturesque and well situated with grounds, which are so perfectly adapted to the object they have been selected for: the breeding of fine cattle. The actual proprietor acquired the domain in 1899. The whole of it is composed of 1,600 hectares divided in 30 *potreros* (inclosures): 600 hectares are sown with lucern and breeding is the only industry practised. All these grounds are elevated and from the beautiful dining-room of the estancia the visitor enjoys a splendid view over the course of the *Paraná* and the evergreen islands with which the river abounds as far as its mouth on the River Plate. The park is simply fairlike: it was designed by a celebrated European engineer and landscape gardener. On a level with the luxury and comfort of the estancia is the value of the animals, for all the nurseries, of the Shorthorn race, are composed of pedigree specimens.

The cows of the young generation are the descendants of the famous «Duke of York» the father of the flock, a descendant of which, the bull *Rinaldo* was bought in the Palermo Cattle Exhibition in 1901, for 8,000 pesos (£ 800).

In this establishment are bred annually 8,000 heifers of the export type on the average, all of a good sort for all specimens not endowed with the necessary qualities are carefully eliminated.

The heifers fattened at *Las Palmas* come for the most part from other settlements owned by Colonel Urquiza: *Fontezuelas* in *Pergamino*; *La Paulina*, in *Alvear*; *Caseros*, in *Arenales*; *Paraná* and *Pavón*, in the Province of *Entre Ríos*; *Colonia General Urquiza*, in *General Villegas* and *Cabeza de Buey*, in *Villarino*.

In the estancia *Las Palmas* they breed only shorthorns as regards cattle and the Hackneys, as regards horses, only such fit for light work.

The latter are sub-divided into 3 groups composed of 180 brood mares served by three stallions imported from England which have been awarded numerous prizes in the fairs and exhibitions of this kind held in the United Kingdom.

The settlement *Las Palmas* has also been awarded numerous prizes in the exhibitions held at Palermo.

We reproduce a photograph of the famous *Durham Viking* which belongs to the establishment. It represents one of the most perfect animals of this race that has ever been sold in this country. It was bred by Lord Lovat and at a sale at Bullrich's Colonel Urquiza bought it for the sum of 12,000 pesos (£ 1,200). It is the son of the not less famous *Royal Star*, H. B. I. 71,502 by *Merlin* 54,715; at the time the photograph was taken he was 2 years and 10 months old. In 1902, at the exhibition held by the Highland Society of Scotland in Aberdeen he was awarded the first prize.

From *Las Palmas* to *Baradero* there is a run of about 100 km. crossing several villages of typical local colour, the inhabitants of which devote themselves to agriculture. The stations are called *Lima*, *Atucha* and *Alsina*.

The chief products of the country are flax and Indian corn of which there are immense fields presenting a strange contrast compared with the few acres cultivated in Southern Europe. The station called *Baradero*, belonging to the town of that name is the spot where the express trains change their engines. These monster engines, of the Pacific type, run along the line from Buenos Aires to Rosario, that is to say, 303 km. in 295 minutes.

Public Carriages.—One drive 0'50 \$; one hour 1'50 \$.

Hotels.—*De las Naciones*, *Ferregra*, *Alday* (terms by arrangement).

Physicians.—Drs. Enrique M. Olivieri, Casimiro Liaudat.

Various.—Two bands; Branch of the *Banco de la Provincia*, *Hospital San José*, *Baradero Club*; *Circolo Italiano*; French, Swiss, Italian, Spanish and Cosmopolitan Societies. Newspapers: *El Tribuno*, *El Horizonte*. Post, telegraph and telephone offices; glucose factory, etc.

The Northern district of *Baradero* which the traveller reaches after having crossed the river *Tala*, is a vast and almost uniform plain slightly

undulated in the neighbourhood of *San Pedro*, a very old Spanish settlement, but now a very flourishing industrial town. The *San Pedro* department, as a centre of cultivation of cereals, is one of the richest and most extended in the Republic; the soil is excellent both for breeding and agricultural purposes and forage is also rich and abundant. Cereals, hides and wool are the chief articles of export.

Public Carriages.—Fare 0·50 \$ per drive.

Hotels.—*Sportsman* and *Plaza Real*, 4 to 5 \$ a day; *Castilla* and *Vizcaya*, 3 to 4 \$.

Physicians.—Drs. Abel Noceti, José Caroni, Pedro Cano, Regino Cavia, Eduardo Solari, Esteban Mamberto.

Banks.—Branches of *Banco de la Nación* and *Banco Español del Río de la Plata*.

Hospitals.—*San Pedro*, calle 25 de Mayo, and *Español*, avenida Moreno.

Societies.—*Club Unido*, *Centro Español*, *Club Náutico*, *San Pedro Foot-Ball Club*, Italian, Spanish, French, Cosmopolitan and *San Roque*, all of mutual aid societies and the *Little Sisters of the Poor* and *Protectress of Poor Children*, charitable undertakings.

Newspapers.—*El Independiente*, *El Bien* and *La Tribuna Popular*.

Various.—A popular Library open every day with 2,800 volumes. Post, telegraph and telephone offices.

Agricultural and Breeding Settlements.—*Las Mercedes* and *La Celina* of Doña Socorro C. de Mun, 6,000 hectares, 3,300 of which are devoted to agriculture; *La Teresa*, of F. González Bonorino, 1,270 hectares, 600 devoted to agriculture; *La Rubia*, of Casimiro Polledo, 2,000 hectares; *Villa Sarita*, of Ignacio Uballes, 1,800 hectares the half of them devoted to agriculture; *La Estrella*, of Emilio Frers, 4,800 hectares, 3,000 devoted to agriculture.

Not far from *San Pedro* and 9 km. from *Castro* station is the port called *Oliveira Cesar* on the spot known by the name of *Vuelta de Obligado*.

This port is provided with a corn elevator and three grind stones with three large depots which can easily hold 250,000 sacks of corn.

The big steamers have 40 feet of water to approach the wharves and the goods are lowered direct into the hold.

There is at this spot a village in course of construction with a steadily increasing population.

From *San Pedro* to *San Nicolás* we find the stations called *Castro*, *El Paraíso*, *Ramallo* and *Sánchez*.

San Nicolás, an important town of over 40,000 inhabitants is situated on a hill commanding the Paraná. It is a good river port provided with electric cranes, corn elevators and all the necessary material for the rapid loading and discharging of goods. The streets are well paved and the town possesses a splendid water service, and electric light. It is also the judicial centre of the northern region of the province. The squares are made after the Spanish style and the schools, banks, churches, and theatres, which are very remarkable, have been built in the neighbourhood of the principal square. A tramway line runs between the port and the railway station.

Public carriages.—Fare 1·20 \$ an hour.

Hotels.—*Central de la Paz* (5 \$), *Central Español* (1 \$), *Italia* (4·50 \$), *España* (3·50 \$), *Colón* and *Marconi* (3 \$).

Physicians.—Drs. Isidoro Echevarría, Cirilo Sáenz, Miguel Dezarto, Francisco Robles, Dansel, Figueredo.

Dentists.—Dr. N. Espiro, J. Andreu.

San Felipe Hospital; the *National College Library*, open every day.

Clubs and Societies.—*Club Social San Nicolás*, *Centro Sportivo Femenino*, *Centro Recreativo Víctor Hugo*, *Centro de los Empleados de Comercio*, *Centro Arroyeros*, French, Spanish, Italian societies, etc.

Newspapers.—*El Noticiero*, *El Norte de Buenos Aires*, *El Progreso*, *El Comercio*.

Post Office, National and Provincial telegraphs and telephone.

Industrial Establishments.—Engineering establishments and iron and copper foundries of F. Boenike of Suárez and of Parodi; paper-mill of Francisco Cassatti; cotton-mill *La Emilia*; a mechanical saw-pit, etc.

The journey from San Nicolás to Rosario is made through a country producing potatoes on a large scale. The soil in this zone is so rich that it produces as a rule two crops a year without any artificial manure, and that after twenty years of continuous cultivation. We find on our way the stations called *Theobald* and *Villa Constitución* whence a branch starts for San Urbano, Pavón, Fighiera, Arroyo Seco, Alvear and Colonel Aguirre.

Rosario, with over 200,000 inhabitants is the principal port of the Province of Santa Fe and the second in the Republic. The town was founded in 1725 by Francisco Godoy, during the Spanish dominion. It has specially progressed since 1859 when General Urquiza declared it the Port of the 11 Provincias arribeñas. Its geographical situation on the right bank of the deep river Paraná, in the centre of the great cereal region of the Republic, is the cause of its being wonderfully progressive, making of it one of the most important export centres. The biggest ships are able to anchor in front of the town near the Central Argentino station and the quantity of corn exported exceeds often 10,000 tons daily. Rosario possesses good buildings of modern construction, magnificent squares, beautifully paved streets, water, gas, electric light, electric tramways, theatres, schools, the most modern hospitals, banks, clubs, etc. The boulevard known as the *Santafecino* composed of two alleys inclosing a garden is, doubtless, the most beautiful of its avenues.

At this spot, the Paraná is divided into several arms, which inclose islands of all forms and dimensions, covered with a luxuriant vegetation, where lovers of aquatic sports can enjoy their favourite pastime. There are numerous soap, candle and match factories and a refinery which produces sugar to a value of nearly £ 16,000,000 a year, giving the traveller a good idea of the prosperity that crowns the efforts made by the manufacturers and merchants of Rosario.

The new port extends from the *Muelles Nacionales* (national wharves) at the north end of calle de San Martín to the east extremity of calle de América, a length of 3,870 metres. The national wharves and the new import wharves are 1,600 m. long and are provided with modern machinery for the loading of ships and with depots for goods. Near the import wharves are those for the coasting-trade 700 m. long, used for river boats and small craft. Under these wharves are those for export 2,100 m. in length provided with depots for 30,000 tons of cereals with elevators, and 10 other depots 60 m. long by 25 wide each. Above the wharves is the high bank of the



1



2



3

1. Sugar-mill «San Juan». Interior Tucuman—2. Sugar-mill «San Juan» de Paz and Posse, Tucuman.—3. Sugar-mill, New Baviera, Sugar Company, Tucuman.

river which for a length of 2,000 m. and at an height of 30 above the water is provided with depots for goods, and for corn, some flour-mills, granaries for cleaning cereals, a sugar refinery and a railway. All the railway lines connect the port with the wharves.

Communications by railway.—Four railway lines connect Rosario with the other provinces of the Republic, viz:

Ferrocarril Central Argentino, the central station of which is in Calle Corrientes, corner to Avenida Wheelwright. Buenos Aires—Rosario—Córdoba.

Ferrocarril de Buenos Aires a Rosario the station of which called Sunchales, in the northern part of the town, is at the corner of Avenida Buenos Aires and Calle Callao.

Ferrocarril de Córdoba à Rosario, the station of which is at the corner of Boulevard Argentino and Calle 25 de Diciembre.

Ferrocarril de la Provincia de Santa Fe, with its station on Plaza Jewell, between Callao and Crespo streets.

Electric Tramways.—Rosario possesses 15 lines of electric tramways that run through the town in all directions.

Post-Office.—Calle Sante Fe, 1145.

Telegraph Offices.—Compañía Telefónica Nacional, Calle Santa Fe no. 1041; The Central and South American Transandine Company, via Galveston, corner of Martín and Rioja Streets.

Hotels.—*Gran Hotel Central*, 1264, Calle Urquiza; *Royal Hotel*, corner of Libertad and San Lorenzo streets; *Britannia Hotel*, 1371, Calle Urquiza; *Gran Hotel*, 625, Calle Córdoba; *Hotel de la Paix*, corner of Libertad and Urquiza streets; *British and American Hotel*, 961, Calle San Lorenzo, etc. etcetera.

Principal Restaurants.—*Pirota*, 1112, Calle San Lorenzo; *Esperanza*, 972, do.; *Hansa*, 945, do; *Empire*, Calle Corrientes; *Chichizola*, 556, Calle San Martin; *Criterion*, corner of Corrientes and Tucumán streets; *Gambinus*, corner of Corrientes and Salta streets; *Valparaíso*, 715, Calle Corrientes; *Ramón Cifre*, corner of Córdoba and San Martín streets, etc.

Cafés.—The hotels and restaurants just mentioned are also *Cafés*, but besides these we shall mention the *Café de los Chinos*, corner of San Martin and Rioja streets; the *Café de la Bolsa*, Calle San Martin; the *Café La Perla*, corner of Córdoba and Maipú streets; *Café Caveglia*, 1181, Calle de San Juan; etc., etc.

Banks.—*De la Nación*, corner of Córdoba and San Martin streets; *London and River Plate*, 849, Calle San Martin; of *London and Brazils*, corner of San Martín and Santa Fe streets; *British of South America*, 795, Calle San Martín; *Español del Río de la Plata*, corner of San Martín and Santa Fe streets; *Provincial de Santa Fe*, corner of San Martín and Santa Fe; *Italia y Río de la Plata*, corner of San Martín and Rioja; *Francés del Río de la Plata*, corner of Sarmiento and San Lorenzo; *Hipotecario Nacional*, 857, Calle Rioja; *El Hogar Argentino*, 744, Calle San Martin; *Popular*, corner of San Martin and San Luis; *Municipal de Préstamos y Ahorros* (municipal loan and savings bank), Calle Sarmiento, 1352; *Escolar Argentino*, corner of Maipú and San Luis streets.

Theatres.—*Colón*, corner of Corrientes and Urquiza; *Opera*, corner of Laprida and Mendoza; *Olimpo*, 542, Calle General Mitre; *Nuevo Politeama*, 750, Calle General Mitre; *Variedades*, corner of Corrientes and San Lorenzo.

Clubs.—*French*, corner of San Martín and Rioja; *German*, Calle Corrientes, between Santa Fe and San Lorenzo; *Jockey Club*, Calle Córdoba; *Fénix*, Calle Rioja; *Foreign Residents*; *Social*, corner of Córdoba and Libertad; *Español*, Calle Rioja; *Italiano*, corner of Córdoba and General Mitre.

Monuments.—Numberless are the important monuments in Rosario and it would be a very difficult task to name them all; thus, we shall mention only the most remarkable, viz: the *Municipalidad* (Town-Hall); the *Cathedral*, and the *Policía* (the Police), on the Plaza 25 de Mayo; the *Stock-Exchange* and the *Law-Courts* on Plaza San Martín; the *Fine Art Palace*

548, Calle Libertad; the *Charity Hospital*, corner of 9 de Julio and Belgrano; the *Rosario Hospital*, Calle de América; the *Anglo-German Hospital*, corner of Santa Fe and Pichincha; the *French Hospital*, corner of Viamonte and Paraguay; the *Italian Hospital*, corner of General Mitre and América; the *Matadero Municipal* (slaughter-house), corner of Beruti and Saavedra; the *Refinería Argentina*, Iriondo, Ramírez and Cerrito streets; various churches, cemeteries, schools and great industrial and trading establishments.

The region between Rosario and Gálvez has a great resemblance to that we have just crossed before our arrival in Rosario, regarding its agricultural conditions, although a great part is devoted to corn cultivation whereas Indian corn and potatoes are prominent in the south.

We pass the stations called *Barrio Arroyito*, *Sarratea*, *Paganini*, *Granaderos* and *San Lorenzo*, the latter village, situated, on the bank of the river Paraná whence starts a line for Santa Fe. At San Lorenzo is the monastery of San Carlos, of Franciscan monks, which dates from 1775. On the 3rd. February 1813 General San Martín obtained a victory there over the Spaniards. The traveller can see, even now, *San Martín's pine* which perpetuates the memory of the illustrious leader.

Then we find the stations called *Aldao*, *Andino*, *Serodino*, *Clarke*, *Díaz* and *Casalegno* and we arrive at *Irigoyen*, where there is a branch that leads to Santa Fe.

Irigoyen is a very important centre of corn cultivation. Señor Alfredo Baños possesses there a settlement of 4,000 hectares, 1,200 of which are devoted to agriculture, and Señor Manuel Lozada another one measuring 3,000 hectares devoted also to farming.

Hotels.—Carlos Rodoni and Brother, Viuda Bonaldi, Pedro Cardoso (3 and 4 \$ a day).

Physicians.—Doctors L. Díaz Echeverri, J. Laustalett.

Immediately after *Irigoyen* comes *Gálvez*, a very important small town whence a branch line starts for *San Francisco*, *Morteros* which rejoins the main line at *La Rubia* after having crossed a region where corn growing is practised on a large scale.

Public Carriages.—Fares, 0·50 \$ from the station to the interior of the town; 1 \$ an hour.

Hotels.—*Gran Hotel* and *Hotel de Italia*: 4 \$ a day.

Bank.—A Branch of *Banco de la Nación*.

Physicians.—Doctors Nicolás Bello and Agustín Rippoli.

Various.—*Club Social*; two Italian societies; one cosmopolitan, and another one composed of young workmen; a Masonic Lodge, called *13 de Noviembre*; a Public Library containing 4,000 volumes, open every day, etc.

From this place and on our way to *Ceres* we cross immense estancias devoted exclusively to cattle-breeding for which the climate and special conditions are particularly favourable. We find the stations called *Rigby*, *Santa Clara*, *San Mariano*, *Sa-Pereira*, *Aurelia*, *Rafaela*, *Lehmann*, *Sunchales*, *Tacural*, *Palacios*, *Las Palmeras*, *Monigotes*, *Arrufó*, *La Rubia*, *Hercilia*, and at last *Ceres*. All these stations are centres of colonies founded recently which commenced to sow the region with cereals.

Rafaela is the most important of these centres. It is a beautiful small town of 8,000 inhabitants, founded in 1882 by Guillermo Lehmann: it has an area of 16,000 hectares. There are at Rafaela, four railway stations one belonging to the Province of Santa Fe Railway: that of the Central Argentino; that of the line Córdoba to Rosario and that of the Rural steam Tramway. The principal trading houses are: Faustino Ripamondo & Co., Luis Bonazzola, Ferrero y Martinetti, César Gauchat, etc., representing a capital of several millions. The banks of *la Nación*, *Español del Río de la Plata* and of *la Provincia* have established branches there. Industry is represented there by three flour-mills, lime, ice, Italian paste and liquor factories. Amongst social institutions are the *Sociedad Rural*, *Sociedad de Beneficencia*, *Sociedad Italiana de Socorros Mutuos*, *Centro Obrero*, *Club Atlético*, *Unión de los Empleados de Comercio*, the *Cooperativa*, the *Club Social* and the *Tiro Federal Argentino*. The town possesses, moreover, two official and two private schools, a charity hospital, a sanatorium, an electric light station, etc.

We pass then *Selva* station and we soon enter the province of Santiago del Estero, rich in hardwoods the most important of which is the *Quebracho*, a very useful wood much used in the manufacture of rail way sleepers, the resistance of which can be compared to that of Greenheart. They also extract from the *Quebracho* wood a product much used in leather-tanning. Since the value of it has been ascertained, which was only a few years ago, the prices have increased in such proportions that buyers have been talking about having their railway sleepers imported from India, Demerara or other regions. The *Santiagueño* or native of this province is a direct descendant of the *Quitehua* Indians who found in the forests a refuge from civilisation. These natives live now as they used to live in the early ages and many do not even take the trouble to build huts in the shape of a bee-hive, and like to live in the open air only sheltered by a single cloak or poncho.

The stations we find now belong to small towns and are therefore of little importance. These are *Argentina*, *Malbrán*, *Pinto*, *Casares*, *Real Sayana*, *Icaño*, *Colonia Dora*, *Herrera*, *Lugones*, *Garza*, *Taboada*, *Fernández*, *Beltrán* and *La Banda* whence a branch of 7 km. starts for *Santiago del Estero*, the capital of the Province.

Santiago del Estero is a fine town of 15,000 inhabitants, founded by Francisco de Aguirre in 1553. Thus it is one of the oldest towns in the Republic. Until these last years it had the aspect of those old cities which the progress of civilisation has not yet transformed. Now the streets are paved, the squares and public walkis embellished, and the whole town is lighted by electricity and acetylene: it is provided with water and sewers and all public services common to all capitals of province.

The town was built on the right bank of the *Rio Dulce* (sweet river), the waters of which are used for irrigation purposes. This river on passing through the lakes called *Salinas Grandes* is impregnated with salt and then takes the name of *Saladillo* going at last to lose itself in the lakes of *Porongos*.

Thermal Springs of Rio Hondo.—These springs are situated at an equal distance from Santiago del Estero and Tucumán, in the Department of *Río Hondo* and near the small town bearing the same name. A road starts from Gramilla Station and leads to these bathing establishments.

The springs are very near one another and affect the shape of cylindrical wells of 2 m. in diameter bored in the sand or on the banks of the river, they have been transformed by the tourists into balths. The water is renewed by slow infiltration and the number of springs can be increased by digging in the sand on certain spots. The water has a temperature of 30° centigrades.

The three principal springs are the *Manantial de Zarza*, a well 1·50 metres in diameter and 0·25 m. deep; the *Manantial de Vichy* at three cuadras from the first one where the water is infiltrated through a surface of 50 square cm. and forms a well 2 m. in diameter; the *Pozo de Río Hondo*, which is the most important, is curiously situated at 35 metres from the principal arm of the river; its hole affects the shape of a square the sides of which measure 3 m.

According to the analysis of these waters made by Doering, the rarity of salts and their feeble mineralisation are the cause of their being classified in the group of thermal and subgroup of simple waters.

Therapeutic Proprieties.—Their emollient and anti-spasmodic qualities are specially indicated for those who suffer from neurasthenia, hysteria, spasms, neuralgia, etc. Their temperature makes them efficacious against rheumatism.

The train continues its way across the arid plains of Santiago, passes *San Ramón*, *Chaupi-Pozo* and *Gramilla* and enters the province of Tucumán.

This province is entirely different from that of Santiago del Estero; its general aspect is wonderful and that is the reason why it was termed the *American Switzerland* and even *The Eden of America*. In this province, nature presents itself in all its magnificence and splendour; the green mountains alternating with the fertile valleys where numberless rivers run irrigating the country and distributing riches everywhere. From the north to the south of the province runs the chain of the *Aconquija*, the peaks

of which, covered with eternal snow, reach heights of 5,000 metres. This chain rises almost straight all along the province of Catamarca, so that, this side, not much irrigated, is nearly a desert; but the ramifications, extending over Tucumán are lost in the plain giving birth to an infinite number of rivers.

Its warm climate and its well irrigated soil make of Tucumán an essentially agricultural region, its chief cultivation being the sugar-cane, the plantations of which exist since the Spanish domination. This industry is mostly in the hands of English and French farmers.

In this province the train crosses the stations called *Tacanas, Araoz, Ranchillos, San Miguel, Cruz Alta, Cevil Pozo* and *Alderetes* and arrives at last, at the capital, Tucumán.

Tucumán is situated at 26° 25' Lat. S. and 65° 12' Long. W. of Greenwich at an altitude of 464 metres above the sea-level. It has a good tramway service, well paved streets, electric light, and is now building an important station of hydraulic power for irrigation purposes and to furnish the necessary power for the numerous refineries erected in the suburbs of the town. The situation of Tucumán, in a splendid valley, with high mountains and snowy peaks rising in the North, offers an agreeable contrast with the semi-tropical plains.

The name of Tucumán comes from Tuema, an Indian cacique or chief of the Calchaqui tribe. Its former name was Tucumanhao.

On September 24, 1812, an important battle took place on the *Campo de las Carreras* (Racecourse) where General Belgrano vanquished General Tristán. Later, on the 9th. of July 1816 the first National Congress met in the town of Tucumán and sanctioned there the independence of the United Provinces of the River Plate. The house where this Congress was held is now carefully kept as a national relic.

Tucumán is now a modern town and very progressive. It is lighted by electricity, possesses water works and sewers, tramway, lines, hotels, banks, magnificent squares, and its streets are well paved.

The principal square is *Plaza de la Independencia* around which stand the Government and the Bishop's Palaces, the Cathedral, the *Club Social* the *Centro del Comercio* and splendid hotels. The important squares are: Alberdi, Belgrano, San Martín, Lamadrid and Urquiza. The avenues called Mate de Lima, and Araoz and the boulevard Sarmiento are beautiful roads.

The Sarmiento Library possesses over 12,000 volumes; that of the Normal School over 13,000 and that of Colegio Nacional 10,000.

Hotels: Europa, calle 15 de Mayo 147; Paris Hotel, calle Las Heras 742; Gran Hotel, corner of Las Heras and Maipú streets; Hotel Nacional, Plaza de la Independencia; Metropole Hotel, Calle Crisóstomo Alvarez 484, etc.

Banks: Alemán Transatlántico, Calle Las Heras 738; Constructor, Calle 9 de Julio; de la Nación, corner of Las Heras and Maipú; de la Provincia, Calle 9 de Julio; Español

del Río de la Plata, Calle Mendoza 563; *Hipotecario Nacional*, Calle Las Heras.

Public Buildings.—The Prison, situated in the outskirts north of the town; the Law Courts, Calle de Alvarez between Congreso and Alsina; the Gimnasio Escolar, the first that has been built in the Argentine Republic; the *Consejo de Educación* corner of Congreso and Piedras streets; the Government Palace, the Cathedral, the churches, etc.

Monuments.—In the middle of Plaza de la Independencia stands General Belgrano's statue and on both sides of this square are two fountains.

La Virgen de las Mercedes (The Virgin of Mercy).—An image of Our Lady of Mercy is piously kept in Tucumán. General Belgrano, who was a strong believer, conferred on her the rank of Generalissimo of the Liberating Army. Every year, on the 23rd. and 24th. September, anniversary days of the battle of La Ciudadela, the image of the Virgin is carried with great pomp through the streets of the town.

XXI

From Buenos Aires to Tucuman, Salta and Jujuy.

(*Central-Córdoba Railway, extension to Buenos Aires, Córdoba and Rosario and Central Córdoba*).

The distance as far as Tucumán that we have just travelled by the Central-Argentine Railway, can be done as well on the line belonging to the Central-Córdoba Railway.

From Buenos Aires to Rosario the line runs between the two others belonging to the Central Argentine, and it has just come in time to change the aspect of the country through which it runs.

Along the line many villages have been created as if by magic, and some of them have already acquired a certain importance.

The Central Córdoba Railway Co. has spent 35,000,000 pesos (£ 3,088,000) on its constructions; the line is narrow but the fashion in which it has been constructed makes of it one of the best in the Republic; the engines have a power capable of drawing 1,600 tons; the weight of the rails is 35 kg. per metre and all the material is the same as that of a broad line.

Each km. counts 1,400 wooden sleepers with selected earth for ballast. The trains arrive at a speed of 70 km. an hour, but as a rule the speed is less than that.

The line crosses five times the Central Argentine; once

the Rosario line at Puerto Belgrano; once that of the Province of Buenos Aires and also once that of the Central of Buenos Aires.

The carriages are of North - American manufacture. The workshops and offices that have been installed between Adelina and Boulogne are full of engines.

The only thing deserving of criticism in the service, is the sleeping-cars which are too narrow for four passengers.

The express train for Tucumán starts from Buenos Aires on Tuesdays, Thursdays and Saturdays at 12·45 a. m. and arrives at its destination on the following day at 9 p. m. taking thus only 32 hours to make the journey.

This train has, besides the sleeping-cars a dining-saloon.

The seats and beds must be retained in advance at Vilalonga's, calle Balcarce, no. 236. The sleeping-car ticket costs 53·95 \$ to Tucumán; 73·40 \$ to Salta, and 74·45 to Jujuy.

The starting station is at the Retiro, Avenida Rosales and Calle Maipú; the inquiry-office is at No. 485, Calle Cangallo.

Immediately after having left the *Retiro*, we find *Munro*, and then *Villa Adelina* where the Company's workshops are installed. There are 14 lines for the needs of the traffic. The changes of line are made by means of the interlocking system which is used on the whole line and has the advantage of preventing the entrance of two trains at the same time, thus avoiding any accident.

We stop then at Boulogne where the other workshops are established. These two stations are situated at 20 minutes only from the Retiro. They are centres which will give birth to important towns.

We pass Don Torcuato, also built with a good artistic taste and here we diverge more and more from the two lines belonging to the Central Argentine. Halfway to Rosario we are at 30 km. distance from these lines; and this is the cause why, being too far from the railway line, the territory crossed could not develop as it would have done otherwise.

The next station is Villa de Mayo and then Los Polvorines thus named after the powder-magazines which the Government possesses there.

The line runs, as a rule, on level ground; on the whole line 3,000,000 cubic metres have been levelled, 98 bridges have been built and 95 drainage openings made. The principal bridge is the one built on the *Arroyo del Medio*.

After Los Polvorines, we pass the stations named Del Viso, Villa Rosa, Arroyo de la Cruz, Chenaut, Villa Lía,

Ingeniero Portela, Ingeniero Moneta and Santa Lucía where we can lunch.

Santa Lucía is a small town very important for its trade and agricultural settlements.

The fields devoted formerly to cattle-breeding have now been transformed into agricultural farms which give a good yearly produce.

The next stations are *Pérez Millán, La Violeta, Pujol, J. B. Molina, Stephenson, Coronel Bogado, Albarellos, De la Riva, Hume, Triángulo* and at last *Rosario*.

The most important of these stations is *Coronel Bogado*, which rather resembles an ancient agglomeration than a recently built town.

From Rosario to Córdoba the journey is made in 11 hours by the Central Córdoba line.

This line crosses one of the richest agricultural countries and it has its market at Rosario. The stations that follow are: *Emb. Graneros, Alberdi, Kil. 409; Kil. 403; La Salada, Lucio V. López, Salto Grande, Tótoras, Larguía, Classon, San Genaro, Centeno, Las Bandurrias, Casas, Cañada Rosquin, Traill, Kil. 261, Sastre* (being also the station of the Central Argentine), *Esmeralda, Frontera*, and we arrive at *San Francisco*, which is the most important town in the region as well as an important centre of railway lines.

Four Companies have their stations there: *Central Córdoba, Córdoba and Rosario, Santa Fe and Central Argentine*.

Public Carriages.—Fare to each station. 1 \$.

Hotels.—*Las Colonias, España*, 4 \$ a day.

Physicians.—Drs. Enrique Cara, Juan Pavesio, Juan Satta d'Oria, Jesús Vidal and José Scoppinaro.

Banks.—Branch of the *Banco de la Nación* and in a short time another branch of the *Banco Español*.

Societies.—*Club Social, Cultura y Recreo, Círculo Obrero*, Italian societies *XX Settembre, Lavoro, XX Settembre Operaia*; Argentine and Spanish Societies of Mutual Aid; masonic lodge *El Porvenir Social*.

Newspapers.—*La Semana, La Verdad*.

Agriculture.—18,000 hectares of corn and 2,000 of flax.

After San Francisco the line takes an oblique direction towards the West and crosses *Devoto, Jeanmaire, La Francia, El Tío, Kil. 122, Arroyito, Tránsito, Kil. 86, Santiago, Temple, Río Primero, Pilquilitín, Monte-cristo* and arrives at *Alta Córdoba* station.

From Córdoba we go up towards the North and we pass *Guíñazú, Juárez Celman, General Paz* and *Jesús María*.

Jesús María is a pretty small town situated 61 km. from Córdoba, which counts two centuries of existence and was, formerly, a residence of Jesuits. The town possesses fine streets, churches, a Town Hall, a Social Club, a Cyclist Club, an Italian society, a workmens' Club, a musical society called *La Lira Argentina*, a newspaper entitled *El Heraldico*, Post, Telegraph and Telephone Offices, etc.

Near *Jesús María* there are beautiful vineyards as well as numerous cattle breeding and farming settlements.

From *Jesús María* a road leads to *Ascochinga* a beautiful little village built in the midst of the mountains, where the brothers Arquello erected in 1895 a picturesque and comfortable hotel and where, every year, numerous

members of the best society meet. The climate of *Jesús María* is particularly recommended for deseases of the chest.

Then we cross *Sarmiento* and *Avellaneda* and arrive at *Deán Funes* whence starts a line of the Northern Argentine Railway, that runs as far as *Cruz del Eje*. After having passed *Quilino* and *San José*, the train stops at the Kil. 199 near which the *Satinas Grandes* can be seen. *Totoralejos* is the last station in the province of *Córdoba*, and we enter, a short time afterwards, into that of *Santiago del Estero*, the first station of which is *Recreo*, and whence starts a branch line to *Chumbicha*, *La Rioja* and *Calamarca*. Now going on our way we find *San Antonio*'s station, we stop at the Kil. 321 and arrive at *Frias* whence another branch line will take us to *Santiago del Estero*.

From this town to *Tucumán* we pass the stations called, *Tapso*, *Lavalle*, *San Pedro*, in the province of *Santiago*, then Kil. 428, *La Madrid*, *Monteagudo*, Kil. 478 and Kil. 486, *Sinoca*, Kil. 500, *Río Colorado*, *Bella Vista*, Kil. 527, *Río Lules*, *San Felipe*, Kil. 542, and we arrive at last at *Tucumán*.

Here we take the train belonging to the Central Northern Railway, the line of which follows the old route that puts *Tucumán* in communication with the Northern towns. We cross the last estancias, and sugar-cane plantations and we enter then, into an hilly region where the line is running amidst obstacles changes continually its direction. The works of art are numerous and that is the reason why the line has been constructed at considerable expense. Thus we pass the stations called *Muñecas*, *Tafi Viejo*, *Parada Cadillal*, *Tapia*, *Vipos*, *Choromoro*, *Benjamín Paz*, *Trancas*, *Leocadio Paz*, and *Ruiz de los Llanos*, and we cross the river *Sali* on a viaduct, to enter the province of *Salta*. From this place, and as far as *Rosario de la Frontera*, the country is wearisome and the soil uncultivated. The only station to be found is *Arenal* a lonely village amidst the desert.

Rosario de la Frontera is a small place the importance of which is due to the bathing establishment situated 7 km. east of the town, in a basin, formed by the hills. The thermal springs are six: no. 1, silicious; no. 2, sulphurous; no. 3, ferruginous; no. 4, saltish; no. 5, (Vichy), and no. 6, purgative. According to the analysis, they all belong to the great family of the chlorides in which chloride of soda predominate. The cures made by these waters are numerous; the water from the saltish spring (18 % of mineral matter) used in baths and recommended for chronic rheumatism. As to the others, the names by wch they are known sufficiently indicate their particular qualities.

Horcones and *Yatasio* are two small towns lacking of importance. *Melan* will be the terminus of a railway line which will start from *Resistencia*, crossing the *Chaco*. *Río de las Piedras*, *Lumbreña*, *Juramento*, *San Antonio*, *Palomitas* and *Cabeza del Buey* are not of much importance.

At *Güemes* meet the lines coming from *Jujuy* and *Salta*.

The *Salta* line runs towards the west: the first station on this line is *Campo Santo*, 7 km. from which is the mineral spring *El Paraíso* with waters similar to those of *Rosario de la Frontera*. The source is provided with a natural ovoid pond capable of receiving 20 persons. The farmers in *Campo Santo* cultivate the cherimolia (chirimoyas) a most delicious fruit that travellers can buy from peasants who sell them at the station.

The line enters then into the *Río Mojotoro* valley goes to *Betania*, thenee to *Mojotoro*, and crosses the river on a viaduct at the end of a tunnel. A little further are the fields called *Castañares* where a bloody battle was fought on the 20th. February 1813. The belfries of *Salta*, the capital of the province are seen from this place.

The Lerma Valley.—An immense plain covered by grasses comes into sight. In the distance a bluish shade which limits the horizon appears: it is the high *Cerro Negro* on the base of which seem to be resting, like the daughters of the mountain, the *San Lorenzo* hills. On the South, East, and North the heights of *Peñalba* and *San Lorenzo* bound the plain. From the slopes many rivers descend like torrents, they meet in the plain and follow the sinuosities of the ground and come out of the valley between *Mojotoro* and *El Pasaje*. Here is the historical valley known by the name of *Lerma* famous for so many glorious deeds of the national life.

Foundation of the town.—The work of the conquest was going on slowly but surely; the Spanish dominion had reached Tucumán, and spread towards the North. Some expeditions overran the country and one of them appeared at the entrance of a valley known then under the name of *Chicoana* which later on took that of *Lerma*. After having explored the environs, a detachment of Spanish troops commanded by Don Hernando de Lerma encamped on the northern extremity of the valley and there the commander, in the name of the King of Spain signed with all the ceremony displayed in these cases, the deed of foundation of the town of Salta.

Salta, on account of its distant situation in the centre of the zones inhabited by communities who were soon to submit to the colonial system, played immediately a prominent political and administrative part, and that brought to it the first elements of progress. The part played by the town of Salta is written in the annals of the History of the Argentine Republic; therefore we will not lay stress upon it here.

Climate.—The altitude at which the town of Salta is situated explains why the climate, that ought to be torrid, on account of its geographical position, is temperate. The cold winds that blow from the Puna del Oeste bring with them sudden changes in the temperature, without causing, nevertheless, excessive cold. This temperature varies between 0° (June) and 30° (January).

The position of Salta is the following: 24° 51' Lat. S. and 67° 44' Long. W. of Greenwich, 1,500 metres above the sea level.

The rainy season comprises the months of December, January, February and March: April is also rainy sometimes. The other months are dry and if any cloud appears, it is only a little snow on the western mountains. On account of the different altitudes in the province and of its intertropical situation, all climates are found there.

Walks, Monuments, etc.—Salta presents an aspect essentially colonial. The principal squares are Plaza 9 de Julio, the date of its foundation, and Plaza del General Belgrano, in the north of the town on which is erected the statue of the illustrious general of that name. The most remarkable monuments are the Cabildo (Town Hall), the Bishop's Palace, the Hospital del Señor de los Milagros, the Teatro de la Victoria, San Francisco, with a belfry 70 metres high, the Cathedral, where they keep the cross that Belgrano ordered them to place on the grave of the soldiers killed on the battle-fields of Castañares, etc.

The Castañares Cross.—This cross is composed of two single pieces of wood on which is written the most eloquent of legends that a victorious general can place on the tomb of soldiers killed on the battlefield *A los vencedores y los vencidos* (To the vanquishers and vanquished).

General Belgrano placed it on the spot where the brilliant action of the 20th. February 1813 took place and it was transferred to the Salta cathedral where it will be kept until the monument that is to shelter it is built on the spot where it was originally erected.

The Merced Church.—It is situated at the corner of Calles 20 de Febrero and Caseros and its construction dates from the colonial period. From the artistic point of view it attracts nobody's attention, and only an episode of the fight for independence has rendered it famous. During the battle of the 20th. February 1813 fought by General Belgrano against the Royalist Tristán, the standardbearer Mariano Zabala himself opened a passage through the Spanish ranks and hoisted the national standard on the top of the church whilst the bells were ringing furiously. The peals made the soldiers think that they were attacked in their rear and that contributed decidedly to the victory of the patriots.

From Salta to Jujuy.

Jujuy is situated in the extreme South of the *Quebrada de Humahuaca*, on the right bank of the Rio Grande in a picturesque valley formed by the last buttresses of the great plateau extending as far as Bolivia. The town is built at an altitude of 1,120 m.; the climate is hot and healthy and the seasons are determined more by the rains than by the thermometrical

differences. These rains fall from November to March but during the summer are very rare.

The town of Jujuy was founded on the 17th. of April 1593 by Captain Francisco de Argañaraz y Mujia duly commissioned by the Governor of Tucumán Don Juan Ramírez de Velasco. At first times were very hard, as it was necessary to fight against the Pumamarcas and other Indian tribes of the North, but the situation soon changed for the better and Jujuy then progressed.

The agricultural industry which was limited to the cultivation of Indian corn, potatoes and beans, was soon enriched by the introduction of the sugar-cane from Peru and by cotton, the first plantations of which were made in the valley of San Francisco.

They discovered also such minerals as iron, gold and silver and then the colony entered into a new era of rapid progress. The prosperity of Jujuy appeared to be assured, but at the end of the XVIII century if not a decline, at least a complete suspension took place.

The strong men who conquered the country had disappeared; the mines were abandoned, and the sources of wealth seemed exhausted.

But whatever the causes of this decadence may have been, they would be worthy of a serious study which the space at our disposal in our book does not allow us to undertake. In any case it must be said that nature has not been niggardly in its gifts to the province of Jujuy; for with the exception of the platean extending towards the north-west, we can affirm that the soil is very fertile, the valleys are amply watered and possess a splendid vegetation; the mountains are rich in mines of all sorts and the general aspect is perhaps the most picturesque in the whole Republic.

De Jujuy to La Quiaca.

From Jujuy the line belonging to the Central Northern Railway which runs as far as Bolivia attracts the traveller's attention. It unfolds itself on the right bank of the *Río Grande* as far as *Tres Cruces* for a length of 188 km. in the *Quebrada de Humahuaca* a name which is specially suitable from *Tumbaya* onwards. Between Jujuy and this place (52 km.) the valley is large and possesses a beautiful vegetation. The traveller finds the small stations called *Reyes*, *Yala*, *León*, *Kil.* 1183 and *Volcán*. The line which was situated at an altitude of 1,258 m. at Jujuy, ascends rapidly after *Tumbaya*; it passes by *Purmamarca*, *Maimara*, *Tilcara*, *Huacalera*, *Senador Pérez* and reaches an altitude of 2,940 m. at *Humahuaca* after a run of 125 km.; then it goes through *Negra Muerta* and *Tres Cruces*, situated at an altitude of 3,720 metres. From that point the line descends for some time to ascend again as far as *La Quiaca* (3,434 metres high), the terminus in the Argentine territory. The whole region gone through is cold and dismal and almost uninhabited. The only stations we find on our way are *Abra Pampa*, *Puesto Marqués* and *Pumachuasi*.

As will be seen this is a real mountain railway, the construction of which has presented numerous difficulties. The cost of the line from Jujuy to *La Quiaca* has been over 6 $\frac{1}{2}$ million pesos gold money.

We have found a station of the name of *Volcán*; this name is very frequent in this region but it does not mean that there are any volcanic eruptions, as many a reader might believe. The fact is that it has been given to the spots where the land has been washed away by the great rains the violence of which has left the rocks bare. When the rapid mountain slopes met at a valley, showing only a narrow outlet, the soft mass of mud poured on the inclined plan towards the *Río Grande* and exhausted itself slowly like a torrent of cold lava; this is the reason why the name of volcano has been given to it.

The most important of them, on account of the volume of matter that it carries along, is situated at 35 $\frac{1}{2}$ km. from Jujuy.

XXII

From Rosario to Puerto Militar (Bahía Blanca).

(*Railway line from Rosario to Puerto Belgrano.*)

During these last years two ports have acquired an unrivalled importance in the trade of the Argentine Republic; these are *Rosario* and *Bahía Blanca*. These two ports rival even the great Metropolis and have surpassed it in the export of cereals. Their extraordinary development and the place they have taken, thanks to the output of the cereals cultivated in the fertile regions of which they are the only outlet, have shown the necessity of connecting directly these two centres. Before the construction of the railway from Rosario to Puerto Militar, those who wanted to go from one place to the other were obliged to pass through Buenos Aires and that occasioned considerable trouble. Besides, a great part of the province of Buenos Aires was obliged to send its produce to the port of the capital, although the distance from this region to Rosario or to *Bahía Blanca* is far less considerable.

It was clear from the first, the construction of this railway line was a good business and capital. This capital was furnished by the French and the undertaking has already given good results.

The trains which make the service can be compared with the best that run on the other Argentine lines. The traveller finds in them all the comfort and even the luxury that any one could wish for.

The starting station is at Rosario, corner of Calles Berruti and Río Bamba; it was open for service on the 19th. October 1911.

A train starts every Sunday and Thursday at 7 a. m. and arrives at Coronel Suárez at 3·25 p. m. From Coronel Suárez another train starts every Monday at 6·50 a. m. and arrives at Puerto Militar at 12·40 p. m.

For the return a train starts every Monday from Bahía Blanca at 2·57 p. m. and arrives at 8·50 at Coronel Suárez, starts again on the following morning at 7·23 and arrives at Rosario at 8·46 p. m.

As this railway is of very recent construction, the towns that have been erected along the line have not yet acquired a great importance, but this will increase in a short time owing to the fertility of the soil. The villages are composed of trading houses which followed the farmers who came to sow cereals in the surrounding fields. These trading houses furnish the farmers with the necessary provisions for their hiving, with machines and the implements they need for their work.

From Rosario upwards, the line runs on a plain as far as Coronel Suárez, then it runs along the *Sierras del Macizo de la Ventana*, descends into the valley as far as the river Sauce Grande which it crosses on a steel bridge 250 metres long with six arches, goes out of the valley and passes over the South Railway line at *Tres Arroyos*. From that place it crosses the plain, then the dunes situated in the foremost part of Punta Alta, and ends at Puerto Militar.

The section between Pringles and Almirante Solier has been the most expensive on account of the hills.

The line is provided with water tanks at every 50 km., with steam pumps and reservoirs of 30 to 40 tons; 150 semaphores are conveniently distributed along the route.

The workshops are installed at Rosario and Punta Alta; they are provided with turn-tables of ten lines each. The store houses for engines have been installed at San Gregorio, Capitán Castro and Coronel Suárez.

The rails are of steel, of Belgian and Russian origin, 12 metres long and of a weight of 10 kg. The sleepers are of quebracho wood.

The company possesses 600 goods vans with a capacity of more than 18,000 tons.

The engines for the goods trains are of the compound type number 25 and are able to draw 1,200 tons each at the maximum speed of 40 km. an hour. 12 of these engines were constructed in France, at Fives-Lille, and the rest at Grafestaden, in Alsace.

The engines for the passengers' trains come from the German house Schwartzkoff and are of single expansion.

On starting from Rosario we find first of all the station of *Saladillo*, *Coronel Aguirre*, *Los Muchachos*, *Erasto*, *Benard Arminda*, and *Barlett*.

Not far the last station the traveller finds the colony known as the *Barlett* with an area of 20,000 hectares, 4,000 of which are sown and the rest devoted to cattle, sheep and horse breeding; the colony named *La Paz* of 5,000 hectares is devoted to agriculture.

We pass next *Bigand* and *Bombal*, near which are installed the farming settlements of *Prast* (5,600 hectares), of *Martell*; (13,800 and of *Fuentes* (5,900 hectares); then come *Cora*, *Chovel*, *El Jardín*, *Chapuy* and *Runcimán*. In the surroundings of this station are the settlements called *La Barrancosa*, of the *Compañía de Tierras de Santa Fe* of 25,000 hectares and of *Runciman and Co.* of 7,000 hectares.

The train stops then at the stations of *Maria Teresa Christophersen*, *San Gregorio*, *Dos Hermanos*, *El Peregrino*, *Los Callejones*, *Porvenir* and *Nueva Suiza*. Near this station are the agro-pastoral settlements *La Julia* and *La Suiza* of *José Soldati* of an area of 5,000 and 20,000 hectares respectively, 1,000 and 2,000 of which are sown; *La Nueva*, of the sisters *Gahan*, 10,000 hectares, 1,000 of which, sown; *La Providencia*, of *Uvaldo Acosta*, 1,500 hectares, 500 of which are sown; and *Las Aromas*, of *Romero*, 10,000 hectares, 1,000 of which are sown.

Further on we cross *Necol*, *Timote*, *Bariloche*, *Marucha*, *El Recado*, *Cap. Castro*, which has a certain importance. In the environs are the settlements called *Los Olivos* of *Andrónico Castro*, 7,500 hectares, 6,000 of which are sown; and 3,000 oxen; *La Colorra*; of *General Victorica*, 5,000 hectares devoted to agriculture.

Cap. Castro is connected by telephone with several centres of the department and specially with *Pehuajó*.

We go on our journey and cross *La Colorra*, *La Carreta*, *Mouras*, *Masuré*, *Luro*, *La Copela*, *La Nevada*, *Huanguelen*, *Zentena*, *La Primavera*, *Coronel Suárez* (see the route from Buenos Aires to Bahia Blanca), *Bathurst*, *d'Orbigny* (settlements belonging to Mr. Alfredo Demarchi, 20,000 hectares devoted to agriculture, 1,500 oxen and 10,000 sheep); *Quinihuau*, *Brandzen*, *Pringles* (see the route from Buenos Aires to Bahia Blanca), *Pillahuencó*, *El Pensamiento*, *Las Mostazas*, *El Divisorio*, *Lartigau* (agro-pastoral settlements); *Gregorio Irastorza*, 72,000 hectares; *Luis Chapar*, 12,500 hectares; *Widow Anchorena*, 10,000 hectares, *Coronel Falcón*, *Paso Mayor*, *Bajo Hondo*, *Almirante Solier*, *Empalme F. C. Estrat.*, and *Puerto Militar*.

XXIII

From Buenos Aires to Córdoba.

(Central Argentino Railway).

The central station of the Central Argentine Railway Co. is in the *Retiro*, *Paseo de Julio* and *Calle Maipú*. The buildings are very old. The new station is now being built, and if we may judge by the plans it will, when finished, bear comparison with the best buildings of its kind in the world.

Travellers who have to spend the night in the train must retain their beds in advance, at the Company's offices,

Calles 25 de Mayo and Bartolomé Mitre, at the Retiro Station or at the Empresa Villalonga, Calle Balcarce 236. For a two bed-compartment the traveller must pay one ticket; for a four bed one 3 tickets and 4 beds. Each traveller has a right to carry luggage up to 50 kilogrammes.

Travellers taking the 5 p. m. train for Córdoba and Alta Graea sit at table for their dinner at 6.30. As a general rule there are two tables. Those wishing to sit at the first one must give notice in advance, asking the *chef* for a number which entitles them to sit at a definite place.

Without such precaution the traveller risks being left out, and he is obliged then to wait for the secondtable which is set ready at 8 p. m.

He who is fond of reading in bed must provide himself with a pocket electric lamp (3 \$) for the carriage light is not sufficiently strong.

During a certain part of the journey there is much dust, and to avoid this inconvenience it is necessary to stop up all the interstices in the windows with a wet napkin in order to prevent the entrance of dust.

It is necessary to give a tip to the waiter (1 \$ a head is a good tip).

The distance between Buenos Aires and Córdoba is 695 km.; the express makes the journey in 14 hours and the ordinary trains in 23.

The traveller can choose from amongst the following trains: Mondays, Thursdays and Saturdays at 5 p. m. and 6 p. m. with a change at Rosario, arrival at Córdoba next day at 7.50 a. m.; Mondays, Wednesdays and Fridays at 5 p. m. taking the junction line from Peyrano to Cañada de Gómez: arrival at 9.15 a. m. on the following day.

On Mondays, Wednesdays and Fridays at 6 p. m. with a change at Rosario (for 1st. class passengers only); arrival at 8.30 a. m. on the following day. These are the principal trains but there are others starting either for Pergamino or Rosario.

For this journey the traveller is also able to take the Central Córdoba narrow line the provisional central station of which is situated in Buenos Aires at the Retiro, Calle Maipú and Avenida Rosales.

The trains of this company are fitted with comfortable sleeping ears as well as dining-saloons and every comfort for long journeys.

The restaurant and bar services are organized by the Company.

The dining-saloons are handsomely furnished. The sleeping-ears are provided with compartments of one, two and four beds. There are, besides, special carriages for families

lighted by electricity and fitted with a bath-room, ventilators and stoves.

The journeys from Buenos Aires to any part of the Republic in connection with the Central North Railway are made without changing trains.

For Córdoba there are three trains a day, one of which is rapid.

On starting from the Retiro by the Central Argentine we find successively the stations of *Belgrano*, *Olivos*, *San Isidro*, *Victoria*, which we already know. There, we take the *Vagues* branch and pass the stations called *Garin*, *Matheu*, *Zelaya*, *Los Cardales* and *Capilla del Señor* (81 km.) chief town of the *Exaltación de la Cruz* district.

It is said that a man named Barragán, the proprietor of the land where the village is actually situated, found a crucifix there in honour of which he built a chapel that bears the name of *Capilla de Barrangán* or *Capilla del Señor*. This village is now a little town which the agricultural business has caused to progress rapidly.

Solis and *Vagues* (113 km.) are two small agricultural centres that are spreading more and more every day.

From *Vagues* starts a branch that, passing by *Azcuénaga* and *Carlos Keen*, goes to rejoin the Western Railway line at Luján.

We arrive afterwards at *San Antonio de Areco* (119 km.) on the banks of a rivulet bearing the same name. This village takes its name of *Areco* from the rivulet which runs not far from it and on the banks of which a battle was fought at the commencement of the XVIII century. With regard the other name of *San Antonio*, it was given to it in consequence of a vow made by its inhabitants when the Indians invaded the place.

Public Carriages.—Fares: 0·50 \$ a drive and 2 \$ an hour.

Hotels.—*Buenos Aires*, *El Progreso*, *London Hotel*; 3 and 4 \$ a day.

Clubs.—*Social*, *El Progreso* and *Recreativo*.

Various.—*Banda Municipal* playing only on Sundays; branch of the *Banco de la Provincia*; *Clara María Morgan's Hospital*; newspaper *La Reforma*, published twice weekly; post, telegraph and telephone offices.

Physicians.—Drs. Eduardo Doyle, Alberto Secchi, Valerio Guallard.

Agricultural and Cattle, Breeding Settlements.—*El Flamenco*, of Mariano Castex; *La Porteña*, of Manuel F. Guiráldez; *La Enriqueta*, of Martín Llavallol; *San Luis*, of Esteban Castaing; *El Rosario*, of Bernardino Acosta; *La Margarita*, of Margarita de Morgan; *San Antonio*, of Zerbom brothers.

From *San Antonio de Areco* to Arrecifes we find the stations of *Duggan*, *Capitán Sarmiento* and *Saavedra*.

Arrecifes (182 km.), now *Bartolomé Mitre*, is the chief town of this department. It is a little town but the trade is fairly important.

Hotels.—Luis Castellaro, Marquesi and Co.

Physicians.—Drs. Dionisio Harrington, Francisco Moreno, Jauregui Rodríguez.

Banks.—Branches of *Banco de la Nación*, of the *Banco de la Provincia* and of the Spanish River Plate Bank.

Various.—Post, telegraph and telephone offices; newspapers: *Arrecifes*, *La Defensa*; hospital, etc.

Cattle Breeding Settlements.—*Los Desamparados*, of Diego Barrattii *Ojo de Agua*, of Juan Blaquier; *La Matilde*, of Eduardo Vélez Carranza; *La Manuela*, of José Cavanag; *Pilar en Tala*, of Santiago Cavanag; *El Paraíso*, of J. Cinolly; *San Eduardo*, of Eduardo Cleary; *Las Mosquelas*, of Santiago Dennis; *La Elisa*, of Florencio Gaitán; *La Carolina*, of Nicasio García; *Bella Vista*, of Patricio Ham; *Santa Isabel*, of Santiago Harrington; *La Verde*, of José Inchausti; *La Elisa*, of Miguel Juárez Celman; *Hipocrate*, of Santiago Kilmurray; *Invernada*, of the *Curamalan limited company*; *La Blanca*, of Ricardo Lavalle; *Las Cornetas*, of Antonio Lynch; *General Zapilla*, of Thomas McDonald; *San José*, of Angel Merlo; *La Celestina*, of Eduardo Morgan; *Loma Alta*, of Luis Saavedra; *El Tala*, of Claudio Stegman; *El Rosario*, of Benito Tolosa, etc., etc.

After Bartolomé Mitre, the traveller finds Todd, Viña, Maguirre, Urquiza and Fontezuelas. Between these two last stations is the *estancia Fontezuelas*, belonging to Col. Alfred F. de Urquiza, which from numerous points of view, may be considered as a model of its kind. The line of the Central Argentine Railway crosses the *estancia* in all its length towards the S. E. and divides it into two large zones named Fontezuelas Norte and Fontezuelas Sud between which, on the aforesaid railway line the station of Urquiza is erected.

The situation of this *estancia*, between the two most important towns in the Republic in a spot reputed as being first class for the pastures of all sorts, places it in a special and advantageous position.

Its extent is divided into 40 *potreros* (horse-herds), or perhaps more, and it measures 14,200 hectares without counting 20 more small *potreros* situated in Fontezuelas Sud near the abode of the proprietor and of the chief dependencies.

The cattle consists of: 15,000 head of cattle of Durham breed and 2,000 pure Polled Angus and crossed Polled Angus and Durham. This group comes from the well-known Ambrogena de Benítez breed, he is a very intelligent breeder who to a reputation for competence adds a passion for acquiring the best without looking at the price. In the exhibitions held by the Rural Society from 1898 to 1910 the products of the *estancia* of Colonel Urquiza were awarded by the Juries 16 first and 29 second and third prizes.

Besides the cattle for breeding, the *estancia* Fontezuelas has in its lucern fields and winter flocks from 4 to 5,000 heifers and the same number of calves for the current sale.

The sheep number 18,000 all of the Rambouillet and Lincoln breeds.
The horses number 1,000.

The enclosures made of wires with stakes of hard wood and fences at every 10 metres are worth near £ 19,200.

Its extent measures 320,000 metres in length. The different *potreros* are provided with drinking ponds with clean and abundant water for the cattle.

There is also at the *estancia* a dairy farm which acquires more and more importance every day. There are actually 16 dairy-houses each covering 200 cuadras, all enclosed, having each one their respective buildings and the necessary accessories for their tenants. The 2,500 cows of Durham breed produce daily 14,000 litres of milk which is taken to the establishment for skimming and forwarded immediately to Buenos Aires. The dairy is situated at about 200 metres from the railway station and the products are transported between both places by means of a Decauville line, thus assuring safe and rapid transport. At the dairy every thing is done by the most perfect machinery, improving every day as the progress of modern industry demands. Besides the cream, with its by-product they

manufacture caseine which has actually numerous applications in industry.

Swine breeding has been initiated with great success. The annual sale exceeds 1,000 animals of a special breed for slaughter. The yards are installed in the most modern fashion with waterproof floors, baths, etc., and many fields of lucern have been inclosed for them to pasture, before they are fattened for sale.

On the construction of the shed the sum of £ 6,000 has been spent; it is composed of 4 similar wings with a ground-floor measuring 560 square metres, devoted to bulls, fine sheep and big horses. The upper floor is devoted to the reproducing group Lincoln no. 1, and the storage of hay and cereals gathered in the estancia. The building is provided with a ventilation system enabling the animals to live in a pure well oxygenated place.

In the annual classification made every year, a selection is made in the different nurseries of the animals to be crossed the Polled Angus breed in order to obtain the black and hornless heifer, a type very much sought after in England for slaughter on account of its weight and excellent quality. A great many oxen coming from North America exported to the European continent belong to this kind.

The settlement called Fontezuelas represents a capital of £ 480,000. It can be visited by applying to the office, Calle B. Mitre, 541, Buenos Aires.

Fontezuelas is a head-district; it was founded in 1756 (now 5,000 inhabitants) and is distant 47 km. from Pergamino, 115 from Luján and 181 from Buenos Aires.

Mail-coaches.—*La Nación*, for San Pedro, 10 times a month, 5 \$; *La Unión*, for *El Salto*, every day 2·50 \$.

Pergamino (229 km.), is a town of over 20,000 inhabitants situated in the centre of a most fertile region half-way from Buenos Aires to Rosario. It was founded in the middle of last century and erected firstly as a parish of Our Lady of Misericordia, in 1779; in the year 1868, Pergamino which was considered a kind of canton or district was elevated to a town-ship. The tradition says that this town is named after a river which runs not far from the place, which was so called because the name was written on a parchment found on its banks. There parchments consisted of rolls and books covered in parchment and were lost, so they say, by some travellers going to Peru.

The streets of the town are well paved and lighted by electricity; three squares contribute to the embellishment of the town: Plaza de la Merced, in the centre, the most frequented of all, Plaza de Mayo and Plaza de San José.

A wide boulevard divides the town perpendicularly in Calle San Nicolás, the main street, where the best shops are situated and the favourite street for walking among the best society of Pergamino.

The municipal library contains over 5,000 volumes.

There are in the town numerous clubs and societies and several newspapers such as *El Pueblo*, *La Epoca*, *Pergamino Ilustrado*, *Vida Social*, *El Canario*, etc. The town is also provided with post, telegraph offices and with a local telephone.

Hotels.—*Colón* and *Roma*.

Banks.—Branches of *Banco de la Nación* and *Banco de la Provincia*.

Physicians.—Drs. Santiago Urruti and L. Lamarque.

Saint-Joseph's Hospital on the square of the same name.

Pergamino is an important railway centre whence many lines start in all directions. Besides the line from Buenos Aires to Rosario which we are studying, there is another one belonging to the *Compañía General de Ferrocarriles de la Provincia de Buenos Aires* that goes from Buenos Aires to Rosario. There is also in Pergamino a branch going to Junín on the railway line from Buenos Aires to the Pacific passing through *Ortiz Basualdo*, *Roberto Cano*, *Rojas*, *Echevarría* and *Roca*. Another line runs to San Nicolás passing through *J. A. de la Peña*, *Acevedo*, *Guerrico*, *Conesa*, *Eréscano*, *Rojo* and *Kilómetro 62*.

From Pergamino to San Urbano, Venado Tuerto and Río IV.

The most important of the branches we have just mentioned, is the one going to Río IV. A train starting from Buenos Aires at 9:30 p. m. on Mondays, Wednesdays, Fridays and Saturdays arrives at Pergamino at 12:44 a. m. on the following day. On Tuesdays, Thursdays, Saturdays and Sundays a train starts from Pergamino a 4 a. m. and arrives at 6:11 a. m. at San Urbano, and on Tuesdays, Thursdays and Sundays starts again from San Urbano at 6:17 a. m. and arrives at 2:10 p. m. at Río IV.

From Pergamino to San Urbano, we find the stations called *Alfonso, El Arbolito, Colón, Wheelwright and Labordeboy*.

San Urbano or Melincué is a little town of some importance.

Hotels.—Antonio Alzuela, 4 \$ a day.

The *Banco de la Nación* will establish a branch in a short time and a hospital will be built also shortly.

Breeding Settlements.—The *United Estancia Limited*, 15,000 hectares; *Estancia de Carreras*, 7,500 hectares; *Estancia de Manus*, 5,000 hectares, etc.

Not far from San Urbano is the ancient fort *Mangrullo* which was erected during the fight with the Indians.

San Urbano is important as a centre of railway lines. A branch starts for Villa Constitución passing through *Carreras, Alcorta, Paz, Santa Teresa, Cepeda, Godoy and Rueda*. The trains starting from Rosario at 7:5 a. m. and 4:10 p. m. arrive at Villa Constitución at 8:26 a. m. and 5:28 p. m. and at San Urbano at 11:57 p. m. respectively. Another branch goes to Firmat stopping at Kilometre 124.

Between *San Urbano* and *Venado Tuerto* we find the stations called *Elortondo* and *Carmen*, whence another branch starts for *Guatimozin* passing through *Murphy, La Chispa, El Cantor* and *Cavanagh*.

Venado Tuerto is little town of some commercial and agricultural importance situated at 414 kilometres from Buenos Aires.

Hotels.—*Londres, España, 3 \$ a day; Universal, 2:50 \$.*

Physicians.—Drs. Alejandro Gutiérrez, Juan Pardal, Francisco Correa Llobet.

The *Banco de la Nación* possesses a branch and a hospital is now in course of construction.

Societies.—*Italian and Spanisch.*

Newspapers.—*La Reacción, La Voz del Pueblo.*

Post and telegraph office and local telephone.

The land company *La Barrancosa*, possesses there 8,000 hectares in which there are 7,000 cows.

From *Venado Tuerto* a branch starts which rejoins the railway line from Buenos Aires to the Pacific, at *Rufino*. The stations are: *San Eduardo, Sancti Spiritu, Amenabar* and *Tarragona*.

Immediately after *Venado Tuerto*, we find, going on our route *Maggiolo*, and we enter the province of *Córdoba*. As far as *La Carlota*, we find the little stations of *Arias, A. Ledesma, B. Gould, Canals, San Severo* and *Olmoa*.

La Carlota is a little town situated on the railway line from *Rufino* to *Villa María* that belongs to the Buenos Aires-Pacific Railway Co. and of which we speak in another chapter.

Hotels.—*Ganna (2 \$), Cattaneo (3 \$).*

Physician.—Dr. Marcial Larazaga.

Various.—Branch of *Banco de la Nación, San Roque's Hospital, Italian and Spanish mutual aid societies; newspaper: Sarmiento; post and telegraph office.*

Breeding Settlements.—*La Magdalena*, of Barreto Bros.; *La Luisa*, of Trigueros and Co.; *Santa Clara*, also of Trigueros and Co.

From *La Carlota* to *Río Cuarto* we find *Los Cisnes, Alejandro, Las Acquias, San Ambrosio* and *La Gilda*.

Río Cuarto, at 655 km. from Buenos Aires is the second town in the province of *Córdoba* and one of the oldest in the Republic.

Mail-coaches.—One goes to *Calamuchita (4:50 \$)* and another to *P. Blanca (3:50 \$)*.

Public carriages.—Fare 0:50 \$ the drive and 1 \$ an hour.

Hotels.—*Gran Hotel Argentino, Roma, Doria, Andino, Progreso, Universal* (terms by arrangement).

Banks.—*Banco de la Nación and Provincial de Córdoba.*

Physicians.—Drs. Carlos Gándara, Cándido Sarandou, Nicanor Carranz Lucero, Pedro Gárdez, Manuel Noroña.

Dentist.—Juan Mauro.

Sanatoria.—Maternity, Civil and Military Hospitals.

Societies and Clubs.—*Club Social, Italian and Spanish societies.*

Library.—Mariano Moreno, open every day.

Newspapers.—*El Orden, La Opinión, El Comercio.*

Post, telegraph and telephone offices.

Breeding Settlements.—*Los Pinos*, of Máximo Paz; *La Igualdad*, of Lucio Ocampo; *El Retiro*, of Ignacio Photeringham; *San José*, of José Semeria; *Santa Flora*, of Cecilio López; *El Sol de Mayo*, of Huter. Most of these settlements have sown a part of their estates with lucern.

From Pergamino to Rosario.

After having left Pergamino we pass through *Manuel Ocampo, El Socorro, Arroyo del Medio* and *Peyrano*. There the express train takes the branch to *Cañada de Gómez*, and passes the stations named *Francisco Paz, Maizales, Fuentes, Casilda* and arrives at *Cañada de Gómez*. The other trains go to Rosario passing through *Santa Teresa, Pavón, Arriba, Acebal, Alvarez, Soldini, Barrio Vila* and *Ludueña*. Then we arrive at Rosario of which we speak in another chapter.

From Rosario to Córdoba.

At Rosario we can continue our journey by the Central Argentine line or take that of Central Córdoba. We shall successively follow both lines.

From Rosario to Cañada de Gómez.

Intermediate Stations.—*Ludueña, Fisherton, Parada Link, Funes, Roldán, San Jerónimo, Carcarañá and Correa.*

This country is one of the most densely populated in the Republic, where farming and cattle-breeding have made wonderful progress.

Cañada de Gómez is a town of some ten thousand inhabitants, chief town of the department of the same name. It is situated at 413 kilometres from Buenos Aires, 72 from Rosario, 143 from Pergamino and 323 from Córdoba.

Public carriages.—Fare 1 \$ an hour.

Hotels.—*Universal and Italia.*

Branch of *Banco de la Nación*; hospital, and post and telegraph office.

Physicians.—Teófilo Queirel, Gonzalo Bevesiartu, Nicolás Cursia.

Newspaper.—*El Deber* (weekly), *La Guia* (bi-monthly).

Agricultural and Breeding Settlements.—*La Amistad*, of Juan Tarrosa, 1,750 cuadras; 1,350 devoted to agriculture; *Las Rositas*, of Juan Ripley, 800 cuadras devoted to agriculture; *La Jacinta*, of Moreno Bros., 3,700 hectares, 3,000 of which are devoted to agriculture; *La Radical*, of Domingo Bianchi, 673 cuadras, 150 devoted to agriculture.

From *Cañada de Gómez* a branch line starts for *San Ricardo* and passes by *Las Trojas, San Estanislao*, and *Villa Eloisa*. A second branch leads to *Sastre, Monteros* and *Ceres*.

From Cañada de Gómez to Ceres.

There are several trains starting from Buenos Aires for *Sastre* and *Ceres*. A train starts from the Metropolis on Thursdays and Sundays at 9.30 p. m. and arrives at *Sastre* at 11.50 a. m. on the following day. Another one starts every day at 9.30 p. m. and arrives at *Morteros* next day at 5.5 p. m. and starts again on Mondays, Wednesdays and Fridays at 6.5 p. m. and arrive, at *Ceres* at 8.55 p. m.

These trains pass by Victoria, *Peyrano*, *Casilda*, *Cañada de Gómez* and then *Las Parejas*, *La California* and *Las Rosas*.

Las Rosas is a little town which possesses a hospital, several hotels (*Las Rosas*, *Universal*, *Vanzetti*, 3 an 4 \$) and a post and telegraph office.

Agricultural and Breeding Settlements.—*Santa Clara* and *Las Chilcas*, of Edmund Böhtlingk; *Las Tres Lagunas*, of Alfred Benitz; *La Germania*, of N. Nordenholz; *La Independencia*, of F. Bradney, and *Santa Isabel*, of Eyrad Cochrane.

From *Las Rosas* starts a branch which passing by *Ilurraspe*, *Bouquet*, *Saira*, Kilómetro 59 leads to *Noetinger*.

The stations that come after *Las Rosas* are: *Los Cardos*, *El Trébol*, *Carlos Pellegrini*, *San Jorge*, *Sastre*, *Zenón Perreyra* and *San Francisco*.

Hotels.—*España*, *Colonia* and *Universal* (5 \$ a day).

Physicians.—Drs. *Cana*, *Doria*, *Pavesio*.

Branch of *Banco de la Nación*, Spanish, Italian, Argentine, Societies; post, telegraph office and local telephone.

We find afterwards *Luxardo Freyre*, *Porteña*, *Brinckmann* and *Morteros*.

Hotels.—*Italia*, *Europa*.

Physician.—Doctor *Vitale*.

Cereals are cultivated with success in the environs.

Not far from this place the traveller finds the beautiful lake called *Mar Chiquita* (a distance of 10 kilometres).

After *San Francisco* we pass by *Suardi*, *San Guillermo*, *Villa Trinidad*, *La Rubia*, *Hersilia* and we arrive at *Ceres*.

From Cañada de Gómez to Villa María.

On starting from this station the train continues its way through a region entirely devoted to cereals and passes by the stations called *Las Trojas*, *Armstrong*, *Tortugas*, *General Roca* and *Marcos Juárez*, being the last named town the most important in the district.

Hotels.—*Roma* and *Italia* (5 \$ a day).

There are two banks which are not subventioned by the Municipal Corporation.

Physicians.—Drs. *Gustavo Brandan* and *Guillermo Goicoechea*.

There are also several clubs and mutual aid societies.

Agricultural and Breeding Settlements.—*La Fortuna*, of Manuel Araga 5,400 hectares; *Magallanes*, of Herederos Arias, 5,400 hectares; *Manantiales*, of Devoto, 6,850 hectares; *La Vascongada*, of Angel Mendiguren, 6,000 hectares; *Maria Manuel*, of Herederos Pineyro, 6,500 hectares.

The following stations are also important centres of colonisation: *Leones*, *San Marcos*, *Monte Leña* and especially *Bell-Ville*.

Bell-Ville is the third town in the province of Córdoba and is placed immediately after the capital of Río Cuarto. It is built on the banks of the Río Tercero at an altitude of 131 metres. Its former name was *Fraile Muerto* (Dead Friar); then it was called San Jerónimo up to 1870 when the National Government under Sarmiento's Presidency decreed that it would be named Bell-Ville in honour of Bell who was the first to settle there.

General Pedernera was routed there by Pacheco on the 5th. February 1831.

Tramway.—A line starts from the station and goes as far as the principal square. (Fare 0'10 \$).

Public Carriages.—Fare 1'40 \$ an hour without stopping and 1 \$ with stopping; 0'50 \$ the distance of at least 20 cuadras.

Hotels.—*San Martín* (5 \$ a day); *Rossi* and *Bell-Ville* (4'50 \$ a day).

Banks.—*Banco de la Nación* and *Agrícola Comercial*.

Physicians.—Drs. *José Ceballos*, *Santos C. Moreno*, *Juan F. Luque*.

Dentist.—J. B. Pola.

There is also a *Sanatorium* named *Bell-Ville* the charges being 5, 10, 12 or 15 \$ according to the class.

Societies and Clubs.—*Club Social*, *Logia Masónica* athletic clubs, Spanish, Italian and Catholic Mutual Aid Societies, a society of *Damas Vicentinas*, etc.

The municipal Library with 5,000 volumes, open every day.

Newspapers.—*El Comercio*, *La Voz del Pueblo*, *Unión*.

Post and telegraph office and a local telephone.

Agricultural and Breeding Settlements.—*El Carmen*, of Scheiner, Ries and Co., 5,000 hectares, 1,500 devoted to agriculture and the rest in lucern; *Monte Masa* of Dr. J. Posse, 2,500 hectares, 500 agriculture and the rest in lucern; *Monte del Toro*, of Luis P. Suárez, 2,000 hectares, 500 agriculture and the rest in lucern; *Clemira* of Bernabé Mogano, 2,000 hectares, 1,000 agriculture and the rest in lucern.

The town will shortly be provided with a water supply and sewers.

The line crosses afterwards the agricultural settlements called *Morrison*, *Ballesteros*, *Ramón Carcano*, and arrives at the important station of *Villa María* (555 km.).

Villa María possesses a population exceeding 5,000 inhabitants; it is the chief town of the department *Tercero Abajo*. It is built on the bank of the river *Tercero* and communicates with *Villa Nueva*, which is situated on the opposite bank, by means of a beautiful iron bridge.

It is besides an important centre of railway lines. There are branches going to *Rufino* (Buenos Aires-Pacific Ry.); *Villa Mercedes* and *La Toma* (Central Argentine) and *Santa Fe* (C. de F. Province of Santa Fe).

From Villa María to Córdoba.

After *Villa María* the train runs towards the North and passes by the stations named *Tío Pujo*, *James Craik*, *Oliva*, *Oncativo* and *Laguna Larga* and arrives at *Pilar* whence a branch starts for *Costa Sacate*, *Rincón*, *Villa del Rosario* (692 km.), the chief town of the department, *Río Segundo*, *Luque*, *Carchin*, *Sacanta*, *El Arañado* and *Las Varillas*.¹

All these stations are agricultural and cattle breeding settlements.

Río Segundo (658 km.) is a little town provided with a post and telegraph office; the telephone connects it with *Córdoba*, and will, shortly communicate with *Rosario* and *Buenos Aires*.

On the right side of the line the traveller finds the renowned brewery called *Río Segundo*.

From *Río Segundo* a branch starts for the *Sierras Hotel* and *Alta Gracia*, *Villa Carlos Pellegrini* after running through a mountainous and wild region.

Commenced in 1907 by Guillermo Franchini and acquired later on by the *Alta Gracia Lands and Hotels Co.*, *Carlos Pellegrini* is being embellished more and more every day, and possesses now a set of public works which gives it the appearance of an essentially modern town: water, electric light, clubs, theatres, etc. The climate and picturesque scenery of the region makes of *Carlos Pellegrini* one of the spots most frequented by the tourists and members belonging to high class society of *Buenos Aires* and the Republic.

Between *Alta Gracia* and *Córdoba* there is a train service with the following time-table: Departure from *Córdoba*, at 9·50 a. m. and 5·45 p. m. Arrivals at *Alta Gracia* at 11·15 a. m. and 7 p. m.

Departures from *Alta Gracia* at 8 a. m. and 3·55 p. m. Arrivals at *Córdoba*, at 9·10 a. m. and 5·05 p. m. On Sundays and holidays a train starts from *Córdoba* at 7·40 a. m. and arrives at *Alta Gracia* at 8·54 a. m. On the return journey it starts from *Alta Gracia* at 9·30 p. m. and arrives at *Córdoba* at 10·40 p. m.

Alta Gracia Sierras Hotel.

This hotel is fitted with splendid halls for *fêtes*, reading rooms where the principal magazines are seen on the table, a luxurious club for all sorts of games, a lawn for tennis, golf links and a race course. The proprietors possess some motor-cars, carriages and horses for excursions. It is a winter rather than a summer hotel. The establishment is divided into large and small apartments, all of them fitted with a bath room and a W. C. quite independent. Since the month of December 1912 a special branch line constructed

by the Central Argentino Railway Co. carries the traveller to Córdoba in one hour.

At Alta Gracia there is a mica mine named *Santa Clara*.

Following our route after we have left Río Segundo we find the stations called *Toledo*, *Ferregra* where there is another branch for *Malagueño* (20 km.) and we arrive at *Córdoba* at 697 km. from Buenos Aires.

Córdoba Town.

Córdoba Town is situated (National Observatory, meridian circle hall) at $31^{\circ} 24' 45''$ Lat. S. $64^{\circ} 12' 3''$ Long. W. of Greenwich, $64^{\circ} 12' 2''$ W. of Paris and $3^{\circ} 29' 5''$ W. of Buenos Aires and at 405 m. above the sea-level

Declination of the magnetic needle $9^{\circ} 45'$ E. with an annual diminishing variation of $6'37$.

The situation of Córdoba corresponds to the most central part of the Republic; 626 km. NNO. from Buenos Aires; 800 km. SSE. from Jujuy; 460 km. E. from Mendoza and 320 km. W. from Santa Fe.

The territory of the town occupies an area of 576 hectares and its population amounts to about 125,000 inhabitants.

The town is situated on the right bank of the river *Primero*. It was founded in 1583 by Jerónimo Luis de Cabrera on the spot called *Quiszuizaate* by the Indians who then occupied it.

The town is at the bottom of a valley and it is necessary that the train runs very near in order that the travellers may be able to see it from the carriage.

Arrival.—The Central Argentine Railway arrives at the station belonging to the same company. On the arrival of the train there are several carriages (1 \$ the course), luggage porters as well as carriages sent by the transport companies.

In a kiosk, at the station, passengers will find the agent of the *Transportes General Company* (Villalonga).

Passengers for the North take, at the same station, the train belonging to the Central Córdoba Railway Co. going to Tucumán. Others go to the station of the last named company which is situated at a few cuadras from there. Passengers for the Sierras must ask to be taken without any loss of time, whenever there is a connection, up to a place called Alta Córdoba where the North-Western Railway station is situated.

Hotels.—*Plaza Hotel*, in Plaza Martín, the first of Córdoba; *Gran Hotel San Martín*, Calles San Jerónimo and Buenos Aires, a three story-building with 120 apartments amongst which there are 85 fitted with balconies looking on the street, electric lifts. Board and apartment from 4 to 12 pesos a day. The hotel is fitted with electric light, is provided with a telegraph office installed on the ground floor and the tramway is at the door.—*Gran Hotel de Roma*, Calle Dén Funes between San Martín and Rivera Indarte.—*Gran Hotel Victoria*, Calle San Martín between Colón and Santa Rosa, 3·50 \$ a day; electric light, bath rooms.—*Gran Hotel de la Paz*, Avenida Vélez Sársfield and Calle 27 de Abril.—*Hotel Metropole*, opposite Plaza San Martín, at Calle Constitución, fitted with a bar.—*Hotel de Italia*, Calle San Jerónimo, between Ituzaingó and Chacabuco.—*Hotel de Europa*, boulevard de la Estación and Calle San Jerónimo.

Restaurants.—There are in the town several establishments of this kind, but the best for its luxury and comfort, as well as for its cooking and service is the *Confitería del Plata*; a la carte.

Public carriages.—Fares: One peso the first hour and 80 centavos the others between 6 a. m. and midnight all the year round. From midnight to 6 a. m. \$ 1·50 the first hour and \$ 1 the half hour or less afterwards. From 6 a. m. to midnight for all drives exceeding half an hour the full fare will be charged. Direct course not exceeding 12 cuadras, 50 centavos, from or to the railway station, 1 peso.

These fares hold good for the whole radius and cab drivers are obliged to post them in a prominent place on the cab.

Railways.—Central Argentine, Central Córdoba, Argentino del Norte and Malagueño having all of them stations in the town.

The *Central Argentine* connects Córdoba with Buenos Aires, Rosario, Mendoza, San Juan, San Luis, Santa Fe and other provinces and towns of the south-western district of the Republic in connection with as many railway lines.—The *Central Córdoba*, with Tucumán, Santiago del Estero, Rioja, Catamarca, Salta and Jujuy and many other towns situated on the routes, between Santa Fe, Rosario and intermediate places. The *Argentino del Norte* with the neighbouring towns of Córdoba such as Argüello, Rivera Indarte, Tablada, etc., and the spots preferred by travellers coming from the capital of the Republic; the summer stations of Calera, Santa María, Cosquin, La Falda, Dolores, Capilla del Monte, Cruz del Eje and also leads to San Roque's Dock; the *Malagueño* goes only to this last spot; the passengers' trains start every day.

Tramways.—There are three lines driven by animals. Córdoba, San Vicente, Argentino, which, following different time-tables, run through the greater part of the town connecting it with several neighbouring little towns such as General Paz, San Vicente, Alta Córdoba, San Martín and La Loma. Fare 10 centavos each passenger having the right to travel along through the whole line. Length 37 km.

Newspapers.—Three morning newspapers: *Los Principios*, a catholic newspaper; *La Verdad*, and *La Voz del Interior*, liberal. Three evening newspapers: *Justicia*, *La Patila*, *La Libertad*, liberal papers with a total daily circulation of 8,000 copies.

There are besides, numerous scientific, literary and social reviews and periodicals for working men's clubs.

Libraries.—The principal library is the one belonging to the University which possesses 30,000 volumes and works edited in the principal languages. It is open every day, excepting Sundays and holidays in the morning afternoon and evening.

Hippodromes.—There are two; one of them, the principal, situated on the territory of the municipality of General Paz where the monthly trials are run; the other one is in San Vicente.

Public Baths.—Two bathing establishments; the Sobre monte baths with water furnished by the lake of that name, is fitted with 30 baths for one person each, and a swimming bath; these are the favourite ones during the summer season. The bathing establishment called *Hydro-termo-terápico*, Calle Santa Rosa between Jujuy and Pasage with baths and douches, Turco-Roman, sulphurous baths and all the installations common to this kind of establishments.

Post and Telegraph Offices.—The Central Office situated in Calle Deán Funes, between San Martín and Rivera Indarte performs the post and telegraphic service for all parts of the Republic and all the world. The monthly number of messages amounts to 400,000 forwarded and 300,000 received. The number of telegrams is about 40 to 50,000.

Public Parks.—*Parque de Nueva Córdoba*. In the south part of the town and one kilometre from the Plaza Vélez Sársfield having access to it by the Avenida Argentina; it embraces an area of 24 hectares. The situation is admirable not only for its height (34 metres) above the Plaza Vélez Sársfield, but also for the superb panoramic views that are to be seen from the heights of the Park. The visitor finds a lake measuring 24,000 square metres.—*Parque General Las Heras*, in the north of the town on the right bank of the river *Primero* that surrounds it. It occupies 3 hectares of land and forms a delicious walk especially in summer. The Avenida General Paz and the Boulevard de Circunvalación lead there directly; there are also entrances across the bridges Juárez Celman, Nicolás Avellaneda and General Alvear.—*Paseo Sobre monte*, covers a square of 120 metres and possesses a great lake 100 metres square by 2 m. deep in the centre of which there is an island of green. It was opened in 1792 by Marquis Sobre monte, viceroy of the River Plate.—*Plaza San Martín*, the principal and the oldest in the town, being also the most central; it is 125 metres square.—*Plaza Colón*, in the North-west of the town at a little distance from Plaza San Martín.—*Plaza Vélez Sársfield*, circular in shape; it is the central point towards which converge the Avenues Argentina, Vélez Sársfield, San Juan and Repùblica. In the centre the statue of the Argentine magistrate Doctor Dalmacio Vélez Sársfield is erected. This is one of the most remarkable

monuments in South America and the first in the Argentine Republic.—*Plaza General Paz*, in the north part of the town; in its centre the equestrian statue of General Don José María Paz has been erected. He was one of the warriors who fought for Argentine independence and is considered the first tactitian amongst the Argentine generals of his time. The statue erected by public subscription, raised mostly in Córdoba, is the work of the celebrated French sculptor J. Falguières, and the pedestal is by Pujol.—*Plaza España* at 250 metres from the last mentioned square towards the north-west.

Churches.—*The Cathedral*. Opposite Plaza San Martín; it is the principal church in Córdoba and the most remarkable for its architecture; we shall especially mention the dome which is considered a work of real merit. The style is primitive and up to a certain point original; it might be termed latino-american style.—*Compañía de Jesús*. Church built by the Jesuits in the XVII century, the whole in stone; the exterior appearance is poor but the interior is richly decorated with gilded and many coloured marbles. The vaults are in cedar-wood from Tucumán and formed by frames in one piece describing an arch of 20 metres.—*Santo Domingo*, the most luxurious temple in Córdoba and in the whole Republic; it contains the sanctuary of Our Lady of Rosario known by the name of *La Virgen del Milagro* (the Virgin of the Miracle) venerated chiefly by the low class and year after year attracts from all parts of the country. The altar of the Virgin is a remarkable master-piece. The work pilgrims executed in mahogany wood by a native of Córdoba.—*Nuestra Señora de la Merced*, belonging to the order of the Mercenarios, is situated at the corner of Calles 25 de Mayo and Rivadavia.—*Santa Catalina de Sena*, Calle Obispo Trejo.—*Santa Teresa de Jesús*, Calle Independencia.—*San Francisco*, Calles Buenos Aires and Entre Ríos.—*San Roque*, Calles San Jerónimo and Obispo Salguero.—*El Santísimo Sacramento*, Calle Constitución.—*Santo Tomás de Aquino*, Calles Caseros and General Urquiza.—*Iglesia del Buen Pastor*, Avenida Argentina.

Establishments for Public Education.—*University*. The *Universidad Mayor de San Carlos* (now National) was founded in the XVII century by the bishop Fray Fernando de Trejo y Sanabria who supported it with his own money and bequeathed to it at his death all his fortune.

After the University of Lima (Perú) the *Universidad Mayor* is the most ancient in South America and is universally celebrated for the great statesmen and eminent men who have received in it their education.

It is a vast and solid building. A law passed by the Congress of Paraná promulgated under the Presidency of General Urquiza declared it *Universidad Nacional* but it keeps its former denomination of *Mayor de San Carlos*. It is situated in the street which bears the name of its founder and is contiguous to the Jesuits church with which it is in communication.

The Faculties of Law, Medecine and Exact, Physical and Natural Sciences are affiliated to the University of which they form a part.

After the nationalisation of the University another building was erected: the National Academy of Sciences on the Avenida Vélez Sársfield dependent on the former and it contains the museums of natural history and mineralogy; later on and opposite the principal facade the Faculty of Medecine was built and they are now building some more halls and galleries for the same Institution.

In this very building of the University the Library is installed. It contains 30,000 volumes amongst which there are many ancient works, some of great merit, and numerous manuscripts such as the civil Code written by Doctor Vélez Sársfield. In the middle of the large garden of the University stands the statue of the founder of the Institution by the Italian artist Victor de Pol.

Theatres.—*Teatro Rivera Indarte*, Avenida Vélez Sársfield capable of holding 2,000 spectators.—*Teatro Argentino*, Avenida General Paz.—*Teatro Calderón*, Calle Constitución, between Ituzaingó and Chacabuco.

Banks.—*Banco de Córdoba*, Calle de San Jerónimo between Ituzaingó and Buenos Aires.—*Banco de la Nación Argentina*, opposite Plaza San Martín.—*Banco Alemán Transatlántico*, Calle de San Jerónimo, beside the *Banco de Córdoba*.—*Banco Hipotecario Nacional*, Calle de Entre Ríos.—

Monte de Piedad, Calle Rivera Indarte between Deán Funes and 9 de Julio streets.

Astronomical Observatory.—Founded in 1869 under Sarmiento's Presidency and opened on the 24th. October 1871.

The principal instruments of the Observatory besides the clocks, chronometers, chronographs, meteorological and physical apparatus, are two equatorial telescopes; one for visual observations, and another for photographic prints; the meridian circle, the photometer, an equatorial of 13 centimetres aperture and several portable geodesic instruments.

The great equatorials have an opening of 28 centimetres, a focal distance of 3'63 m. and are provided with marked circles minutely divided and, clock work machinery which give them a movement regulated on that of the stars. They rest on pillars 1'90 metres high, built on the great towers situated on the east and west, the movable roofs of which can be turned when it is necessary to see a star wheresoever it may be.

The first director of the Observatory, Doctor Gould, was for the Southern hemisphere what Argelander was for the Northern. Taking as a model the *Uranometria Nova* and the *Bonner Duhrmesterung* of the latter, Gould, from 1871 up to 1885 and then Thome, completed the work of Argelander with the *Uranometria Argentina* and the catalogue of the stellar zones.

National Meteorological Observatory.—Very near the preceding. It is the principal establishment of this kind in the Republic; it has over 150 stations dependent on it, established in all countries for meteorological observations. It was founded in 1872 by President Sarmiento and its first director was also Doctor Gould. Under the auspices of this observatory there was published, not long ago, a very important work entitled *Anales*, of indisputable scientific merit.

Meteorological Office of the Province.—Founded and supported by the Government of the Province under the direction of Doctor Oscar Doering, it renders great services and its observations which extend to a great many places in the province, are published from time to time.

Museums.—There are four in number; *Museo de Mineralogia y Geología* annexed to the Faculty of Exact Sciences; *Museos de Botánica*, and *de Zoología* installed in rooms of the same building and dependent on the above named Faculty, rich in plants and animals, and the *Museo Politécnico*, Calle Ituzaingó between San Jerónimo and Entre Ríos streets.

Shooting Ranges.—There are two: the *Tiro Federal*, Avenida San Juan and the *Tiro Suizo* boulevard de la Estación, beside the railway station to Malagueño, with targets for rifle and revolver as far as 500 metres; they are both much frequented. Ten shooters are able to practise at a time.

Hospitals.—*Hospital de Clínica*, *Hospital de San Roque* for both sexes; *Hospital de Niños*, Calle Corrientes between Barcala and the boulevard de la Estación.

Asylums.—There are, in Córdoba several asylums, almost all under the superintendence of Charity Societies formed by elderly and young ladies elonging to the higher class and served by sisters of Charity supported by public charity and subventioned by the National, Provincial and municipal authorities.

Clubs.—*Club Social*, with splendid premises in Avenida General Paz between 9 de Julio and Deán Funes streets, being the centre of the high Cordobese Society —*Club de Gimnasia y Esgrima*, *Jockey Club*, *Tiro Federal Suizo*, *Tiro Suizo*, *Unión y Progreso*, *Club de Cazadores* (Hunting Club,) *Córdoba Athletic Club*.

Curiosities.—Amongst the few curiosities to be admired in the town of Córdoba is *Allende House* built during the colonial period and belonging to viceroy Sobremonte where he lived.

The traveller must also visit the spot named Alta Córdoba or Village (pueblo) Crisol whence a splendid sight of the whole town is to be admired. In this place there is also the Agricultural School.

But the traveller must not leave Córdoba without being acquainted with the picturesque *Sierra*, termed rightly enough the *Argentine Switzerland*. For this excursion the traveller will have to take the railway line from Córdoba to Cruz del Eje.

Industries.—Industry is represented in Córdoba by paper-mills, and



Capilla del Monte.—The slipper (Córdoba).



Monument to General Paz (Córdoba).

*



Monument Vélez Sarsfield (Córdoba).



San Roque Dam (Córdoba).



Santo Domingo Church (Córdoba).



Río I (Córdoba)



Monument to the Founder of the Córdoba University.



The Córdoba Cathedral.



San Roque Dam (Córdoba).

factories of liqueurs, shoes, lemonade, ice, oil, beer, sweets, biscuits, hemp sandals, stockings, hats, calcium carbide, matches, cigarettes, starch, soap, candles, baskets, iron bedsteads, card-board boxes, brushes, brooms, featherdusters, barrels, blinds, carriages, bricks, mosaics, foundry metals, wind-mills, saw-pits tanneries, gas and electricity works, water, pyrotechnics, gilding, dyers, tailors, painters, tin-work, locksmiths, joiners, engravers, furniture-makers fashions, arms, book-binders, watch and clockmakers, jewellers, silversmiths morocco-work, carpet-makers, musical instruments, sculpture, marble-work, etc., hairdressers, bakers, printers, photographers, lithographers, etc.

Other industries, such as lime works, Italian paste for soups, carriages, chemicals, bricks, ready-made clothes, light and power works, and mills are very important for their value and production, as well as for the number of workmen and machinery employed, and the capital, that they represent.

XXIV

From Buenos Aires to the Sierras de Córdoba (the Argentine Switzerland)

(Central Argentine Railway).

During the summer the Central Argentine Railway Company issues return tickets for the Sierras de Córdoba in conjunction with the Northern Argentine trains.

The Central Argentine trains take passengers as far as Córdoba. There the traveller will have to take the train belonging to the same company at 8·35 or 10·30 a. m. which will carry him as far as Kilometro 20 when he will have to take the Northern Argentine. He will also be able to go as far as Córdoba and there take the Northern Argentine at 8·40 a. m.

The Central Córdoba Railway which runs on a narrow line and has its central station at the Retiro (Buenos Aires), Calle Maipú and Avenida Rosales, allows passengers to travel without changing trains from Buenos Aires to the Sierras de Córdoba.

The trains of this company are fitted with splendid sleeping and dining cars and all necessary comforts for a long journey.

The restaurant and bar service is run by the Company.

The sleeping cars are provided with one, two and four beds. There are, besides special carriages for families lighted by electricity with bath-rooms, ventilators and stoves.

For the stations in connection with the Northern Argentine there are fast trains which are marked on the time-tables.

The *Expreso Villalonga* (Calle Balearee 236) issues tickets for accommodation with or without a bed.

We know now the whole route as far as Córdoba by the Central Argentine, we shall then leave this town and study the time-table.

From Córdoba to Cruz del Eje.

On leaving Córdoba if we cross Juárez Celman Bridge and go up the slope towards the secluded station belonging to the Northern Argentine Railway Company we shall obtain a first idea of the country we are going to cross which watered is by a vast net of canals of irrigation.

The train we have taken will stop first at *Rodríguez del Busto*, at Kilometre 8, then at *Argüello*, where we will be able to see the riches of those lands irrigated by the canals. The profile of the sierra appears at last, and on the slopes of the hill the traveller sees a double whitish line going horizontally from North to South, formed by the two chief canals of this system. A few important and artistic works such as the viaduct of Saldan, to mention only one of them, allow the traveller to cross the hills and ravines that obstructed the road.

Four kilometres above Saldan and going up the banks of Río Primero, we find just near the railway line, the lake and *Mal Paso* weir. The sight that appears in view is most worthy of mention, and to enjoy it the best observatory is the manœuvres chamber situated in the centre of the supporting wall, access to which is obtained by means of a small service bridge.

A great lake extends its peaceful waters towards the north on which appear here and there the tops of some trees. A long, thin sheet of water passes over the supporting wall and forms a water-fall nine metres high and then goes back to its original bed. This water, as well as that which flows through the overflow canal at the spectators' feet, is nothing more than the excess flowing from the canals purposely constructed to satisfy the rights acquired by the farmers dwelling on the banks of the river *Primero*. At both ends of the weir of *Mal Paso* are the points of origin of the whole system of canals. The 18 cubic metres of water, necessary to the chief north and south canals enter by means of two dams, the openings of which measure 6·50 and 5·49 metres in width respectively.

We arrive then at *La Calera* station, but we have had to stop several times in order to let passengers enter or leave the carriages.

La Calera is a little village full of showy villas situated amongst picturesque rocks and ever green trees near the waters of *Río Primero*. Further on the line disappears definitely into the mountain which reserves for us a marvellous variety of sights, left immediately after being seen with the speediness of a panoramic exhibition. To the uniform lands of Alta Córdoba have now succeeded wild reefs cut by the line, and near by the hills very impressive and embellished with a new vegetation of carob-trees, tintitacos and a few quebrachos. The goats have taken the place of the cattle of the plain which are unable to climb the steep slopes.

At Kilometre 32 is the station belonging to the *Manufactory of Electricity* which furnishes light and power to the city of Córdoba. Not far from this place there is also another manufactory of calcium carbide.

Casa Bamba (34 km.) is a rather important station to which a bar is attached and it has a history running as follows: a negro kidnapped a young girl and spent several years with her in a cavern. As to the bar, it is composed of a coarse table upon which the products of the country are heaped. The train enters at once a tunnel and when it comes out only one cry is heard: *¡El Dique!* (The Dam!).

The Dique San Roque (40 km.) designed by the engineers Messrs. Du-mesnil and Casaffouth is able to store 26,000,000 cubic metres of water; —“the greatest volume that man has ever been able to collect.” This water is distributed afterwards over an area of many miles, at the very foot of an important town. It is calculated that with the water collected at that spot, 90,000 hectares of land can be perfectly irrigated.

The Dique San Roque is a wall 154 metres long on the top. It rests upon a natural rock and leans against the two slopes of the ravine. The pier that limits the upper part of its foundations, built, like the wall of granite is 44·85 metres thick and measures 14·58 metres at the deepest point. The dam wall is 37 m. high, 5 m. thick on the top and 29·50 m. at the base. The

outer surfaces that limit the monolith are disymmetric curves the lower of which rests on the pier much farther than that which is in contact with the water.

The upper part of this colossal wall forms a straight path which connects the two slopes and gives access to the manœuvre rooms for the dams and machines set up to prevent the invasion of sand. At each end of the *digue*, the summit is 4 metres from top to bottom thus forming openings for the passage of excessive water. The rivers Cosquin and San Roque carry 8,000 metres of water per minute during the greatest floods. When the canal has its water reaching a height of 45 metres, the openings can let 16,248 cubic metres pass at the same time.

Comparing it with the greatest dams in the whole world San Roque occupies the first rank for the quantity of water it can store, as may be seen by following figures: Furens, 1,600,000 cubic metres; Alicante, 4,300,000; Bonzey, 7,000,000; Lagileppe, 12,000,000; Villar, 19,000,000; Nijar (Spain), 24,000,000; Wyrwy (England), 54,000,000; Quaker Bridge (U. S.), 144,000,000; San Roque, 260,000,000.

The Light and Power Company has executed great hydraulic installations devoted to amplify the producing capacity of energy in order to satisfy the largest demands made by the Córdoba electric tramways Company. These works, begun January 1910 are now finished. They are the largest of their kind existing in South America, and thanks to them the Company disposes of two hydraulic manufactories of a maximum capacity of 9,000 kilowatts and a reserve of 2,200 kilowatts.

The waters are diverted from the river by means of a dam 4 metres high at 8 kilometres up from the town of *La Calera* and pass by a canal 3·40 metres wide and 15 cubic metres of capacity per second. The canal is in masonry work with a revetment to avoid any friction that might arise. The waters pass then by an aqueduct built in blue granite with a revetment of cement, 180 metres long.

On account of the unevenness of the soil it has been deemed necessary to construct two siphons in contrary directions with a diametre of 3 metres in steel plates of 8 m/m in thickness. In this work over 600,000 rivets have been used and the siphons have been placed in a cut made on the granitic rock which is exceptionally hard. This canal measures 350 m. long by 12·50 high.

On coming out from this last siphon the waters are stored in a chamber constructed on a hill near the village of *La Calera*. Its capacity is of 9,000 cubic metres and the waters are sent, from that place and by means of a fall of 42 metres down to the factory which is situated at the foot of the said hill. At this place 4 turbines of 1,900 horse power have each been installed, coupled to 4 generators of 1,250 kilowatts each, and supplying a current of 10,850 volts.

It is by this voltage that the energy is transmitted to the town of Córdoba by means of an aluminium three phase line 16 km. long placed on steel pillars, and when it is transformed at the factory it is distributed to the various parts of the town.

The sight offered by the majesty of the mountain as well as by the immense sheet of water is really unique and worth taking the trouble to go and admire. Far in the distance, and like a great cone covered with snow the traveller perceives the *Malagueño*, renowned for its lime kilns. Then he enters the ravine, and at each turning a new sight presents itself to view. The hills appear with their wild slopes and from time to time huge masses of rock obstruct the river; amidst these rocks grow great willows the branches of which, bending over the river, make the more beautiful that incomparable landscape. Every now and then a little brook mixes its waters with those of the river, or forms a graceful cascade, or spreads itself, forming a lake.

There is between the river and the mountain scarcely sufficient space to allow a train to pass; the numerous curves prevent the end of this space being seen, and one would think at every moment that the train was going to hide itself in the mountain.

The journey is beautiful as far as the lake, but when the traveller arrives

at that spot the panorama becomes wonderful. The water that comes out through the openings, with a deafening noise, forms two immense cascades of the most beautiful effect, while the traveller stands amazed at the majestic expanse of the lake.

This is, doubtless, the best trip to the environs of Cordoba.

From San Roque's Dam to La Falda.

On leaving San Roque's dam we cross one of the most beautiful and picturesque countries, amidst high mountains covered with a thick vegetation and forming delightful valleys irrigated by numberless brooks and the river Cosquin.

After San Roque we find *Santa María* where there is a renowned climatic station.

The situation of this establishment is admirable. On the slope of the hill there is, from Sierra Chica to Río Cosquin a plateau whence the traveller commands a vast panorama limited on the west by the summits of Sierra de Achala and the giants covered with snow which evoke the Alpine landscapes. From the spot where the first section of the establishment has been installed, the tourist commands Santa María and the two trenches made by the line in the red granite of the mountain. Towards the right the village of Cosquin hides its houses in one of the depths of the valley, resembling thus, when looked at from a distance, a group of pigeons standing on the grass. The landscape is really fascinating.

The houses are painted in light colours which make them gay, and they are elegantly furnished.

The volume of the smallest appartement measures 72 cubic metres; the washing stands are automatic.

The bath-rooms with their complete fittings of hot and cold water and douches are in accordance with the rest of the installation. The dining-room is large and comfortable and the kitchen is kept with particular care. The necessary measures have been taken to assure the most complete harmony throughout the establishment. The water is pure and abundant, and annexed to the establishment, which belongs now to the National Government, there is a laboratory of clinical bacteriology.

Hotel.—There is one at 20 metres from the railway station.

Near *Santa María* station stands the pretty little town of *Tanti*, the summer residence of many families of Córdoba and other provinces. The air and the waters of this little town are reputed to be excellent for diseases of the stomach and the chest. Some large and comfortable vehicles carry the tourists from *Santa María* to *Tanti*.

After *Santa María* we stop for a few minutes at the Kilometre 54 and we arrive at *Cosquin*.

Cosquin (58 Km.) is a town of over 1,000 inhabitants. Its name originates from *Cooco-inna*, which means New Cuzco. It stands on the bank of the river of the same name and at 715 metres above the sea level. It is a town much appreciated in summer time for its mild and healthy climate by persons suffering from the chest. Healthy people have begun to leave it on account of the numerous patients that frequent it.

Hotels.—*Gran Hotel de Europa*, near the station: *Hotel Mundial*, etc.

Most people that go to stay at *Cosquin* for health reasons or for amusement, prefer to settle down in private houses or villas which are let at a moderate rent.

As a measure of precaution, it is necessary before taking possession of a house to have it disinfected by means of a strong solution of sublimate or of any other strong disinfectant.

After *Cosquin* we find the stations of *San Francisco* and *Casa Grande* and we arrive at *La Falda* (10 Km.).

La Falda is a little town built at 1,600 metres above the sea-level. The traveller finds there one of the best hotels he has ever come across. It is the *Eden Hotel*: it contains nearly 100 appartments, a dining-room for over 200 people: another dining-room for children and their nurses: a large hall for receptions, concerts, balls, etc., a reading and writing room: a play room, etc. The railway station belongs to the hotel.

The surrounding region constitutes an enchanting panorama and contains curiosities worthy to be visited. We shall mention amongst them. *La Quebrada, El Cuadrado, La Cascada de los Duraznos and de la Iglesia, Piedras Grandes, Las Ventanas, Cajón del Río, Cascada del Molino, Cascadas de Olain, and San Antonio's Grotto or the Green Well.*

From La Falda to Capilla del Monte.

Intermediate Stations.—*Huerta Grande, La Cumbre, San Esteban.*

Capilla del Monte, situated at 986 metres above the sea-level, is a little town of nearly 2,000 inhabitants. It is surrounded by high mountains that seem to crush it; these mountains are wild and bare forming a sad contrast with the valley where the green palm-tree grows and where numerous gardens have been formed.

The valley where *Capilla del Monte* is situated runs from east to west and is sheltered by the ridge of mountains on the south east and south: this is the reason why the minimum temperature during the day is always from 5 to 6 degrees lower than that other places in the plain.

Although it has nearly three centuries of existence, *Capilla del Monte* did not begin to develop until a short time ago. This is due to comfortable hotels which have been erected and to the renown it has won as a summer resort.

The pure air, the chemical riches of its waters, the natural baths of clear water, the mild and healthy temperature make an exceptional spot for convalescents and weak persons.

Hotels.—*Gran Hotel Victoria*, opposite the station; cold and hot baths, first class attendance. *Primavera, Capilla del Monte, Británico.* These hotels charge from 5 to 8 pesos a day.

Walks.—The tourist will have to visit the following places: *La Toma, Los Mogotes, Los Panteros, El Molino, Agujero de la Piedra, Quebrada de Ochoa, Quebrada de San Marcos, Quebrada de Luna, Ojo de Agua, Cascada Pintos, El Zapato, El Hongo, Aguila Blanca, La Cumbre, Las Higuieritas, etc.*

From Capilla del Monte to Cruz del Eje.

From *Capilla del Monte* we come to *Carreras*, then to *Los Sauces*, we stop at Kilometre 142 and at last the train enters *Cruz del Eje*.

Cruz del Eje, situated at 150 Km. from Córdoba and 853 from Buenos Aires is built at 440 m. above the sea-level. It contains about 3,000 inhabitants and it is a delightful residence and very picturesque. The river *Cruz del Eje* crosses the town and presents a beautiful panorama. It is also the centre of railway lines: a branch takes the traveller to *Dean Funes* passing by *Huacha* and *Chuña*; this branch goes as far as *Serreuela* by *Soto* and *Paso Viejo*.

XXV

From Buenos Aires to La Rioja, Famatina and Catamarca.

The journey from Buenos Aires to La Rioja, Famatina and Catamarca can be made by two different roads one, belonging to the Central Argentine (as far as Córdoba), on a wide line; the other a narrow one, belonging to the Central Córdoba.

Of course it is preferable to take the latter because the traveller can make the journey directly without changing trains until his arrival at the terminus. Whilst the former requires a change of train at Alta Córdoba to take

the line of the Northern Argentine belonging to the National Government.

The Central Córdoba possesses in Buenos Aires a Central station at the Retiro, calle Maipú and Avenida Rosales.

Its trains, composed of comfortable and elegant dining and sleeping-cars offer all the advantages desirable for a long journey.

The restaurant and bar are managed by the Company.

The sleeping-cars are fitted with compartments having one, two and four beds.

There are, moreover, special carriages for families, lighted by electricity, and provided with ventilators and stoves.

The Empresa Villalonga (calle Balcarce 236) sells tickets for passengers and takes care of the luggage for this railway company.

The Central Córdoba runs, as far as Dean Funes, station of the Northern Argentine Railway on a line already known by the *Baedeker* readers. At that place the traveller takes the Serrezuela line.

From Serrezuela starts a branch which runs as far as San Juan.

If we leave this branch the train will go towards Patquia where the line breaks into two branches one running towards La Rioja and Catamarea and the other towards Chilecito.

La Rioja is a town of 7 or 8,000 inhabitants having only buildings dating from the Spanish dominion. It was founded by Don Juan Ramírez de Velazco at the foot of the Sierra de Velazco. The town has a good water supply and an electric station. It is the capital of the province of this name.

The province of *La Rioja* may be divided from the physical point of view, into two portions: one, western, the other, eastern. The former is made by the chains of the Cordillera de los Andes, chains almost parallel, surrounding great valleys well irrigated, and, as a rule, fertile. The vine is successfully cultivated as well as cereals, the olive-tree, etc. The eastern region forms a very remarkable contrast: it is a sandy, dismal and sterile plain on account of want of water.

But if the province of *La Rioja* is poor in vegetation it abounds, on the other hand, with minerals, and when the communications are better and capital flows there freely, it will undoubtedly be one of the first in the Republic. Its mountains contain mines rich in gold, silver, copper, lead, tin, etc.

Chilecito, terminus of one of the branch lines of which we have already spoken, is a little town of 3,000 inhabit-

ants, the chief town of the department of its name. Its importance comes from the vine, which is cultivated with the utmost success, and especially from the mines which are now being worked in the environs.

A funicular railway carries the traveller from Chilecito to La Mejicana, on the Sierra Famatina at an altitude of 4,401 metres with a difference of level between the two ends of 3,326 metres. This funicular line was laid for the transport of copper & gold ore from the Famatina districts.

Catamarca.—The town of Catamarca contains about 10,000 inhabitants, it is a very modest town having only a few buildings worthy of mention. Amongst the churches we may mention *La Matriz* where is the chapel devoted to the worship of the Virgen del Valle, honoured throughout the province. This chapel is literally covered with offerings and ex-votos.

Hotel.—San Martin.

Thermal Springs: there are some of them in the west of the province: that of Hualfin is situated in the department of Santa María and that of Fiambala in the department of Tinogasta; their waters are sulphurous but they are found only at a great distance and access to them is very tiresome and uncomfortable and excessively dear.

Panoramas. There are some magnificent ones in the Cordillera de los Andes, the outliers of which cover a great portion of the province. There are high ridges of mountains surrounding deep valleys for the most part fertile, sometimes sterile where slender threads of water which cannot be termed rivers spring in many places. These rivulets have water only in summer, when the snow melts, whereas in winter they are all dry. In the bare, dry plain, some brooks wind laboriously and are lost in the sands.

This physical aspect of the region shows why agriculture can only develop itself in the fertile valleys of the Cordillera. But if agriculture has not a very bright future, mining, on the other hand, has acquired considerable importance and when the communications open the way and capital flows in, Catamarca will become one of the richest provinces in the Republic. Gold, silver, copper, iron and many other minerals abound in the mountains. Some English capital is already engaged in the tin mines of Capillitas. It appears that these mines were already known to the miners of Potosí who came to work the Cuyo mines in 1638. The abandoned works were not recommenced until 1853.

Religious Festivities. At the end of April takes place the annual festivity in commemoration of the crowning of the Virgen del Valle and towards the middle of December her anniversary. These two festivities are always celebrated with the utmost joy.

XXVI

From Villa María to Villa Mercedes, La Toma and Villa Dolores.

From Villa María to Villa Mercedes (San Luis) we cross a very picturesque country of extraordinary agricultural profusion which the traveller realizes on seeing the immense heaps of bags full of cereals in all the stations he passes. The villages are few and of very little importance, for

the population is scattered about in the country, farming and cattle-breeding.

The Central Argentine Railway runs from Villa María to Río Cuarto and connects with that from Buenos Aires to the Pacific which goes to Villa Mercedes and La Toma, of the Province of San Luis. The train starting from Villa María on Saturdays at 6:20 a. m. arrives at Villa Mercedes at 2:20 p. m. and that which departs at 6:10 p. m. on Mondays, Thursdays and Saturdays arrives on the following day at 1:45 p. m.

On leaving Villa María, the tourist finds first of all the stations of Arroyo Cabral, Luca and after Dalmacio Vélez where a line starting from Casilda Cruz has its terminus.

Not far from Dalmacio Vélez are the following agricultural settlements: *La Resistencia* of Pallmer and Pazzaglia; *La Caledonia*, of Bernardo Mudizabal; the settlements belonging to Miguel and Domingo Sargiotto, Carlos Boelik, Antonio Garzón, etc.

El Tortoral, of Federico Gaban and *El Tala de Bordes*, are settlements devoted to horse and cattle breeding.

Las Perdices, is also a centre of cultivation of cereals and breeding. *Deheza* possesses the following agricultural settlements: *Maria Angelica*, of Juan Ortiz de Rozas (son), 6,000 hectares of land sown, 100 cows, 120 horses, 100 mules; *Abbis* of Teófilo Scheebeli 1,100 hectares sown, 500 cows, 200 horses; *El Clavel*, of Angel Racca, 600 hectares sown, 300 cows, 100 horses, and 150 mules; *Las Marias*, of Mariscalchi Bros., 1,300 hectares, 1,100 of which are sown, 200 cows, 200 horses, and 100 mules; *La Alejandria* of Alejandro Groicelli, 600 hectares sown, 300 cows, 100 horses and 50 mules; *Piamonte* of Alfredo Ferrero, 700 hectares sown, 200 cows, 100 horses and 50 mules; *La Primavera*, of Santiago Depetrio, 1,200 hectares, 1,100 of which are sown, 300 cows, 200 horses and 50 mules; the farm belonging to José Pochettino, 900 hectares sown, 150 cows, 120 horses; and that of José Gastaldi, 1,300 hectares sown, 100 cows, 70 horses and 30 mules.

Cabrera has an urban population of about 1,000 inhabitants. The village possesses a church, some important trading houses, schools and several industrial establishments. The land is excellent, so that the produce of corn reaches sometimes 4,500 kilograms per cuadra.

Around *Carnerillo* the following colonies have been settled: *Maria Soledad*, of 11,500 hectares, 500 cows, 100 horses; *Camila Isaura*, 6,000 hectares, 900 cows, 100 horses; *Bajo Hondo*, 7,500 hectares, 1,200 cows, 400 horses; *El Porvenir*, 2,500 hectares, 350 cows, 50 horses; *El Tano* 700 hectares, 250 cows, 50 horses; *La Blanqueada*, 530 hectares, 200 cows, 30 horses; *La Granjita*, 210 hectares, 500 cows, 50 horses; *Arminda*, 210 hectares, 200 cows, 40 horses; *Caprile*, 300 hectares, 300 cows, 40 horses; *El Tambito*, 500 hectares, 1,800 cows, 110 horses; *Las Tres Flores*, 300 hectares, 900 cows and 40 horses. These settlements form a whole of 30,000 hectares, 10,000 of which are sown with lucern and the rest in cereals.

Chucul, devotes about 40,000 hectares to the cultivation of cereals. At *Las Higueras* the line that runs from *Pergamino* to *Río Cuarto* rejoins that which we follow. The next station is *Río Cuarto*, described in another chapter. This is the only important town all along the line and has 15,000 inhabitants.

Holmberg is surrounded by numerous agricultural settlements which practice cattle-breeding as well. About 40,000 hectares of land are cultivated with cereals, but there are also large expanses of lucern for fattening cattle and for export.

The following station is *Sampacho* built near the last of the chains of the Sierra of Córdoba where the Suco peak stands at a distance of 20 kilometres. There is, at its foot a small lake which in some places reaches a depth of 30 metres and has an area of 400 hectares. Its water is acidulated with ha sour taste on account of the potash, the white alkali and other matter contained in it in large quantities. At 35 Km. north the tourist sees the magnificent panorama of the Achiras ravines where there is an old village. Its bathing places, with its clear running waters attract a great portion of the good society of *Río Cuarto* during the summer season.

Since 1875 there is at Sampacho the colony of the same name extending over 18,000 hectares, founded by the Government of the province of Córdoba but now under the jurisdiction of the National Government. The first inhabitants had to fight against innumerable difficulties; attacks from the Indians, dry seasons, floods, locusts, etc. Their courage and perseverance were successful, and those who now live in the colony are content with their lot.

Sampacho has a population of 3,000 inhabitants and possesses all the elements of a modern town.

Trade is represented by numerous firms devoted especially to agricultural products; three mills send their produce to Río Cuarto and San Luis, and in the Sierra there are liqueur and soap factories, engineering workshops, etc.

Quarries.—At 3 km. from the village the visitor finds the renowned Sampacho quarry, excavated in a hillock covered with vegetation. At its base, in the northern part a few little cottages *ad hoc* have been built.

This quarry is in communication with the main railway line by means of a small branch that has its terminus at its foot.

Its sandy stones, shining and remarkably durable are particularly fit for pavements. These paving stones have been ascertained to be far better than those of Uruguay.

30,000 hectares are devoted to cereals in the environs of Sampacho.

At Suco the traveller will also find large expanses of land devoted to the cultivation of cereals and lucern. A branch line starts from this place to the hills of the same name, where stone like that of Sampacho is obtained.

At 20 km. from Suco is *Chajan*, a station between the rivers Ajé and Chajan. The land is undulated and the sheets of water are found to have a depth varying between 2 and 18 metres. Near the station is a stony eminence 20 metres high covered with vegetation. The stone has a violet hue and has not yet been used for industrial purposes on account of its extreme hardness. The whole region is devoted to agriculture and breeding.

The last station before *Villa Mercedes* is *Vizcacheras*. The land is still undulated with sheets of water between 3 and 16 metres. The soil is sandy and especially apted to the cultivation of lucern. There are many carob and quebracho woods.

The stone found in great quantites is called jasper and is green, white, brown and veined on account of the metallic oxides contained in the soil. There is a good vein for sculptors and marble-cutters.

The settlement called *Las Vizcacheras* belonging to Messrs. Juan and Vicente Jorba, merchants in Río Cuarto, covers 10,000 hectares devoted to cattle breeding of Durham and Holland stock. These gentlemen have also established a modern dairy.

El Manantial, belonging to the same proprietors, containing 37,000 hectares has been devoted to agriculture.

There are also other important settlements successfully devoted to agriculture and cattle breeding.

After this station we arrive at *Villa Mercedes* of which we speak in the route from Buenos Aires to San Juan and Chili.

From Villa Mercedes starts a branch line that runs towards the north and enters the province of Córdoba; it is that of La Toma which has been prolonged as far as Villa Dolores.

Following the undulations of the soil the train passes by *El Moro*, *La Toma* and *Naschel* and arrives at Renca, a little town situated near the river Conlara the baths of which are famous. This region owes its importance to agriculture and breeding; the mines are also important.

After Renca we find only stations of very little importance, such as *Concarán*, *Pisco Yacu*, *Tilouicho* and *Villa Dolores* the chief town of San Javier department. The town is built on the left bank of the Río de los Sauces (river of the Willows) which was founded in 1855 pursuant to a decree of Governor Roque Ferreyra. This town has a bright commercial future its splendid situation allows the inhabitants to export to the provinces such products as tobacco, olives, peaches, cider, etc. The river of the

Sauces irrigates many thousands of hectares of land by means of canals. Villa Dolores possesses a branch of *Banco de la Nación*, a library, a post and telegraph office, a municipal Hospital, an immigration board, a parish church, a market, etc.

XXVII

From Buenos Aires to Santa Fe.

(*Railway Lines of the Province of Santa Fe*).

We have seen how the tourist can make the journey from Buenos Aires to Rosario either by the Central Argentine line or by the Central Córdoba. So, we shall not return this subject.

From Rosario we shall continue our journey towards Santa Fe by taking the line belonging to the Province of Santa Fe Railway Company.

We have three daily trains to make this journey; they start from Rosario at 7.20 a. m. 5.15 and 10.5 p. m. and arrive respectively at 11.55 a. m., 9.45 p. m. and 5.46 a. m. As will be seen these trains cover the distance of 168 km. in less than 5 hours; the day trains are fitted with dining-cars and the night ones have both dining and sleeping-cars.

The first station is *Sorrento* where we change for the Central Córdoba train; then *Juan Ortiz* where the distillery «La Rosario» is established. From Borghi starts a branch going to Puerto Canaletas on the river Paraná, a small port whence large quantities of wood are exported. *Pedro Araya* (San Lorenzo) is the chief town of the department of the same name; this little town is famous in the annals of Argentine history for it is here that 150 men barricaded in the convent of Franciscan monks, routed 5,000 Spaniards on the February 3rd 1813. During this action Sargeant Cabral passed to immortality sacrificing his life to save the Liberator's. The convent of San Carlos, belonging to the Franciscan monks for the Propagation of Faith was founded in 1775 and possesses San Martín's relics. The gigantic pine-tree under which San Martín took rest is an object of patriotic worship. At Pedro Araya is the *Arsenal del Litoral* the grenadiers' camp and an ammunition factory for the Artillery corps. It is, moreover, a port of the river Paraná.

At the *Desvío* (junction) of Kilometre 135 (of Santa Fe) starts a short line which goes to the port of San Martín on the river Paraná where the company possesses a complete installation for shipping cereals.

We find afterwards *Timbues*, *Oliveros*, and *Maciel*, where

there is an important mining concern; and which is the centre of agricultural and breeding settlements. From Maciel we arrive at the port of *Gaboto* situated on one of the arms of the river Paraná a little towards the north of the mouth of the river Carcarañá, and which is specially used for wood export.

The following stations are: *Monje*, *Barrancas*, *San Fabián*, *Arocena* and *Coronda* (Apeadero). Coronda is an historical little town, the chief town of the department of San Gerónimo. On the 24 th. May 1821, the troops of General Lamadrid were routed there by General Ramírez. The trade in that town is somewhat important and consists chiefly in agricultural and breeding produce.

From *Coronda* starts a branch going to *Gessler*, passing by *Larrechea* and *Oroño*.

After *Coronda* we stop a few moments at Kilometres 42 and 36 at *Sauce Viejo* and wear rive at *Santo Tomé*, a pictures que little village built at the mounth of the river Salado.

We pass then *Paradero* and we arrive at Santa Fe.

The town of Santa Fe situated at 15·90 metres above the sea-level was founded in 1573 by Don Juan de Garay, (founder as well of the town of Buenos Aires) on the right bank of the river Quiloaza near the Paraná with some people brought from Paraguay. Garay collected 20,000 Indians from the Mepenes, Colastinés and Timbues tribes of which the name only has remained and the field «ubi Troia fuit» as Father Lozano said.

Later on, towards 1660, this population went further on to the south, to the mouth of the river Salado, and that is the spot where the town was definitely built.

Santa Fe numbers now about 50,000 inhabitants. It is the centre of the net of railway lines belonging to the Compañía de la Provincia de Santa Fe.

Hotels.—*Del Globo*, calle 25 de Mayo; *Italiano*, calle San Juan 151-163; *de Francia*, calle Belgrano 306; *Gran Hotel Roma*, corner of calles San Martín and Rosario.

Banks.—*Español del Río de la Plata*, calle San Martín, 549; *Hipoteca Nacional*, calle San Gerónimo, 757; *De la Nación*, calle San Martín 502; *Provincial de Santa Fe*, calle San Martín, 750; *Nuevo Italiano*, calle San Martín, 492.

Public carriages.—The fares are as follows: to the stations 1\$; for a drive less than 15 cuadras 0·50 \$; by the hour, 1·20 \$ the first one and 0·80 \$ each one following.

Means of Communication.—Santa Fe is connected by railways with Buenos Aires, Rosario, Córdoba, Tucumán and Resistencia; some steamers plying between Buenos Aires, Asunción and High Paraná call at the port of Santa Fe, Colastiné.

Public Buildings.—The Senate House, built at the beginning of the XIX century contains the Government Offices. It is an historical monument where five national conventions met, in 1828, 1831, 1860 and 1866 and several provincial conventions held their sessions to discuss the reforms of the

Constitutions of the province of Santa Fe. The building is crowned by a tower which commands a splendid panorama of the town.

Among other buildings worthy to attract the visitor's attention we may mention the Normal School, the College of the Inmaculada Concepción the Bishop's palace and the Beneficencia Pública.

Churches.—The Metropolitan Church was erected in 1741, in commemoration of the landing of the founders of Santa Fe coming from Cayasta. Formerly it had only one dome, but in 1834 two more were built on the sides. The visitor can admire inside four beautiful marble fonts for holy water, a gift of the middle of last century; an oil painting from Cuzco, painted in 1751 representing the decapitation of Saint Firmin being possibly the work of some artist living near the Equator; a Christ sculptured in relief on a very fine marble block, and a picture representing Saint Peter with a frame of Corinthian bronze.

Another remarkable church is that of Santo Domingo, (corner of calles 3 de Febrero and 9 de Julio). It was begun in 1786 and is now entirely changed. The visitor can admire a silver tabernacle ornamented with a Byzantine drawing; a diadem, and the two wings of the Patriarch Saint Dominic; a cross for processions; a dress ornamented with valuable precious stones and embroidered with gold. San Francisco church, (corner of calles Comercio and Ecuador) commenced in 1652 and finished in 1680. The remains of General Estanislao Lopez are kept in a vault situated under the dome of this church; there is also in this temple a remarkable Jesus Nazareno. La Merced, another church situated at the corner of calles Comercio and General Lopez was built in 1728. The visitor can admire a beautiful oil-painting, of 133/96 centimetres representing the Purísima Virgen (the Most Pure Virgin). The church known as *El Carmen* (corner of calles Comercio and Rioja). *Las Hijas de María* (the children of Mary) situated calle de San Gerónimo between Santiago del Estero and Salta streets is in Greek style; it is surmounted by a tower 40 metres high. The Cathedral is a monumental building measuring 110 metres from east to west by 72 m. of frontage; it has the shape of a latin cross.

Equestrian Statue of General San Martín.—It stands on the Plaza General San Martín and it is a good reproduction of that of Buenos Aires. It was cast by the firm García of the Argentine metropolis. The pedestal represents a corner of the Andes which symbolises the strength and the victories by which the great captain contributed to the independence of the continent.

Municipal Theatre.—This theatre was built at a cost of \$ 24,000. It consists of five stories; the first, second and third are devoted to private boxes; the fourth to amphitheatre and the fifth to upper gallery. It can hold 1,800 spectators. The foyer is very large and beautifully decorated.

Post-Offices.—The post-office is situated in calle General López between calles San Gerónimo and 9 de Julio.

Telegraph Offices.—There are three: the Telégrafo Nacional; one belonging to the Buenos Aires, Rosario Railway Co. and another to the Compañía de la Provincia de Santa Fe.

From Santa Fe to San Crítóbal.

(Via Pilar)

Departure at 12·10 p. m. on Tuesdays, Thursdays and Saturdays, arrivals at 6·15 p. m.; or at 6·40 a. m. Mondays, Wednesdays and Sundays, arrival at 12·15.

We pass first Las Flores; we cross then the river Salado on a metallic bridge of 100 metres near the station called Empalme de San Carlos whence the Gálvez branch goes in another direction; and we arrive at *La Esperanza* (Km. 32) a very prosperous little town, the capital of the department of Las Colonias. The town has fine streets well paved, a beautiful square and some buildings of modern construction. The Banco de la Nación has established a branch here. In the town there is a French and a Swiss consul, hotels, a hospital, a newspaper entitled *La Unión*, recreative and mutual

aid societies, a popular library, etc. Esperanza is the cradle of Argentine colonisation, for it was the first colony founded in the Republic in 1855 by Aaron Castellanos.

Humboldt is an important centre of cultivation of cereals: a branch line starts from this place towards *Soledad* and passes by the stations known as *Gratty*, *Progreso*, *Providencia*, *La Pelada* and *Desvio Aranz*.

Pilar and *Aurelia* are also very important agricultural centres.

But amongst all these villages, centres of cultivation, there is one which has grown so that it has become a real town. This village is *Rafaela* which numbers now over ten thousand inhabitants although of a recent creation (1882). It is the capital of the department of Castellanos. Its streets are straight and wide and the buildings are quite modern. Amongst these it is necessary to mention the *Banco de la Nación*, the railway station, etc. It is both a station of the Central Argentine and the Central Córdoba; besides, a steam tramway takes the traveller to *Josefina* passing through a rich country.

Hotels.—*Toscano* and *Italia*.

Philatelists.—Drs. Albertella, Jaime Ferré and Ernesto Salvá.

Banks.—*Banco de la Nación* and *Banco de Santa Fe*.

Post, telegraph and telephone.

Societies.—Gymnastic and Fencing; *Cosmopolitan of Mutual Aid*; Italian *Victorio Emmanuele II*; musical *Los Ideales*; Rural, Swiss *La Unión*; *Tiro Federal Argentino*.

Lehmann, which follows *Rafaela* is the centre of a rich agricultural region.

The following stations are centres of colonisation: *Altaliva*, *Umberto I*, *Virginia*, *Constanza* and *Capivira*, the terminus station in San Cristobal is also a Central Northern station; this little town is acquiring more and more importance on account of its situation in the centre of a country where agriculture is most flourishing and the cattle-breeding settlements successfully cross fine races with the native.

From Santa Fe to San Cristóbal.

(Via Nelson) □

The *Candioti*, *Iriondo* and *Nelson* stations are on the line of Santa Fe to Reconquista. At *Nelson* the traveller leaves this line and passes by the stations of *Lassage*, *Río Salado*, *Desvio* (Km. 21) *Maria Luisa*, *La Pelada*, *Elisa*, *Clara* and *San Cristóbal*. All these stations are centres of cultivation of cereals and cattle-breeding. Besides that, they do not offer anything in particular.

From Santa Fe to Colastiné and Rincón.

This short line of 17 km. is doing a most important trade, thanks to the port of *Colastiné* which is one of the principal ones in the Republic. Through this port large quantities of cereals, quebracho wood and tanin extract are exported. The traffic of the port is over 700,000 tons of goods exported.

Rincón is a picturesque little town, and a summer resort for the people of Santa Fe.

From Santa Fe to San Francisco and Villa María.

The stations we pass are: *Pilar*, *Desvio* (Km. 85), *Angélica*, *Clucellas*, *Estrada*, *Josefina* and *San Francisco*, the Central Córdoba station whence the French Company's trains start directly for *Córdoba*; *Monte Redondo*, *Quebracho Herrado*, *Colonia Prosperidad*, *Laspiur*, *Las Varas*, *Varillas*, *Carilobo*, *Pozo del Molle*, *La Playosa*, *Arroyo Algodón*, *Las Mojarras* and *Villa María*.

At *Villa María*, the lines belonging to this Company are connected with those of the Buenos Aires-Pacific Railway and the Central Argentine. It is also there that important consignments of wines are received from the provinces of *San Juan* and *Mendoza*,

From Santa Fe to Galvez.

This line crosses the most ancient colonies of the province of Santa Fe; the three San Carlos (North, Centre, South) the existence of which dates from 1857.

The stations used by them are: *Las Flores, Empalme San Carlos, Frank, Las Tunas, San Carlos (North, Centre and South), Gessler, Loma Alta, and Galvez*, which is also the Central Argentine station.

XXVIII

From Buenos Aires to Entre Ríos.

The journey from Buenos Aires to the principal ports and towns of Entre Ríos can be made by either of the two following ways: 1st. by river, 2nd. by land.

By River.

The steamer belonging to the Mihanovich Company starts every Sunday at 11 a. m. from the Southern Wharf and is in connection with the North-Eastern Argentine Railway to Concordia.

After having entered the River Plate the steamer goes north and passes within view of Martín García's island, a quarantine station belonging to the Argentine Republic. Then the steamer enters the muddy waters of the river Uruguay. On our way we notice the little town of Fray Bentos where Messrs. Liebig posses the most important establishment of preserved meat in the world.

Concepción del Uruguay is a very important Argentine port on the right bank of the river Uruguay between the Cuero and China brooks. The town was founded on the 25th. of June 1783 by Thomas Rocamora, under the name of «Nuestra Señora de la Concepción del Uruguay»; its population numbers over 10,000 inhabitans. It is near this place that General Justo José de Urquiza was born whose remains have their resting place in the parish church. On the Plaza Ramírez stands a pyramid in memory of the general of its name.

A mail-coach goes from Conception to Colón. Fare: 4 \$.

Public Carriages.—Fare 1 \$ a to the port or to the station, 2 \$ an hour.

Hotels.—*Paris*, (5 \$ a day) *Concordia*, (4·50 \$ a day) with hot and cold baths.

A municipal band plays on Plaza Ramírez on Thursdays and Sundays.

Banks.—Branches of *Bancos de la Nación, Italia, Río de la Plata, Español del Río de la Plata* and *Agrícola, Comercial and Inmobiliario*.

Physicians.—Drs. Benito C. Cook, Pascual Corbella, Gregorio Frage Agustín S. Samaniego and Francisco Fernández.

Dentists.—Francisco Bengoechea and Sara Peruani.

Hospital de la Caridad, situated in the east of the town,

Societies.—*Club Social, Sociedad de Beneficencia, La Benevolenza*; a mutual aid society entitled *La Giovane Italia* and a recreative society. Popular library with 20,000 volumes, open every day.

Newspapers.—*Diario del Uruguay, Evolución* and *La Juventud*.

Post and telegraph office, two telephone Companies: *Lagiar* and *La Uruguay*.

Agro-pastoral settlements.—*Cupalen* of Praderes Brothers, 10,000 hectares devoted to breeding (pure bred cattle); *Cándida*, of the successors of Unzué, 45,000 hectares, 3,000 of which are devoted to agriculture and the rest to breeding (crossed cattle); *Bella Vista* of Cipriano de Urquiza, 1,600 hectares of agricultural land; *San Pedro*, of General Campos' successors 45,000 hectares devoted to breeding (crossed and pure breeds); the settlement belonging to Juan Puchulu, 7,500 hectares, devoted to cattle breeding (crossed); that of Julian Herrera 10,000 hectares also devoted to the same kind of breeding; Agustín Belastegui 7,500 hectares devoted to breeding; Blas A. Rivero, 10,000 hectares devoted to breeding; Miguel Díaz, 7,500 hectares, devoted to breeding; *Palacio San José*, of General Urquiza's successors 10,000 hectares, devoted to breeding and the settlement belonging to Andrés Rigoli, of 7,500 hectares also devoted to breeding.

San José.—On the way that leads from Concepción del Uruguay to Rosario del Tala the traveller finds the *Palacio San José*, surrounded by beautiful parks and belonging to the Urquiza family; this palace is famous in the history of the Argentine Republic and the tourist must visit it.

On the 11 of April, 1870, General Justo José de Urquiza, the victor of the tyrant Rosas on the 3rd of February 1852, and one of the chief promoters of national organisation, was murdered there.

This palace is intimately bound up with the history of the Argentine Republic during the period 1851-1870, for beneath its roof the chief movements of that time were organised.

The building is kept with the utmost care by General Urquiza's heirs and the room where the general was murdered has been transformed into an oratory. A law of the Congress (1912) decided on the acquisition of this building by the Nation in order to transform it into an historical museum.

After Concepcion del Uruguay, we arrive at the ancient and flourishing Uruguayan town of Paysandú, then at *Colón*, on the Argentine bank, where the tourist finds the other «saladero» Liebig.

Transport Agencies.—We have already spoken of that which links the town with Concepción del Uruguay. There is another one going to Villa San José (10 kilometres 0'80 \$).

The *Banco de la Nación* has established a branch. Besides these a band a library, several clubs and societies: a newspaper entitled *El Entre Ríos* a post and telegraph office and a telephone.

In the environs of Colón the land is much divided and agriculture is flourishing.

Concordia is a town of 25,000 inhabitants built on the right bank of the river Uruguay opposite the Uruguayan town of Salto; it was founded by a law dated the 6th. February 1832.

It is one of the most important towns in the province of Entre Ríos for the railway lines that converge there; for its safe harbour and active trade, as well as for its prosperous industries and the constant growth of its population.

The aspect of the town is modern; its streets are macadamised and possesses several squares amongst which the Plaza del 25 de Mayo, surrounded by beautiful buildings and in the middle of which stands the equestrian statue of General San Martín. The architecture of the houses is sober and modern.

Amongst the buildings deserving of special mention are the *Club del Progreso*, the *Parish Church*, the *Banco de Italia* and *Río de la Plata*, the *Isthilart Palace*, the *Escuela Normal*, the *Italian Society La Concordia*, the *châlet Burmeister*, the *Law Court*, etc.

The environs of Concordia are very picturesque, and the cottages that beautify the landscape with their thickets and cultivated lands, are numerous.

Instruction is given at the Normal Commerce and Agro-Pastoral

Schools, in two provincial, three municipal and two national schools, besides several private colleges. *La Educacionista Popular* to which is entrusted the care of the Popular Library, will build shortly, a fine building devoted to the latter institution.

Hotels.—*Colón, Imperial, Argentino, Paris, del Comercio*: (\$ 5 a day).

Phisicians.—Drs. Bianchi, Arines, Sarriegui, Coldaroli, Sisterna, Martínez, Difrieri and Libarona.

Banks.—Branches of *Banco de la Nación, Español del Río de la Plata, Italia* and *Río de la Plata* and *London and River Plate*.

Newspapers.—*El Diario de Concordia, El Litoral* and *El Independiente*.

Various.—Municipal Band, Hospital, Popular Library, Club del Progreso, societies *Los Artesanos* and *La Unión*, Post and telegraph office and telephone.

Vineyards.—Robinson Brothers, 200 hectares, planted; S. San Ramón, 120 hectares, etc.

Industrial Establishments.—Two «saladeros» Freitas and Concordia; a factory of preserved ox-tongues; two flour-mills with corn elevators etcetera, etc.

By Land.

The traveller will have to take the train at the Lacroze station and it will take him to Zarate where a ferry-boat takes the train on board and carries it to Ibicuy on the opposite bank of the river Paraná, in less than one hour. He can also make the journey by another means: he can go by train as far as Santa Fe and then cross the river Paraná by a small steam boat as far as the town of Paraná.

After that place the traveller will see nothing striking except the large cattle-breeding settlements and the numerous agricultural colonies founded by Baron Hirsch (Jewish colonies) all in full prosperity.

The stations: we find on our way are as follows: *Paranacito, Médanos, Berisso, Enrique Carbó*, whence a branch line starts for *Gualeguay, Calderón, San Julián, Galarza, Gle, Mansilla, Echagüe* and rejoins the main line going from Paraná to Uruguay at *Tala*.

Gualeguay is an important port, and railway station. The port is 10 kilometres from the town and its name is *Puerto Ruiz*. The town possesses well paved streets and modern buildings making an agreeable residence. The Commercial houses are numerous and possess large capitals.

Maid Coach Service.—These are two: one going to *Paso del Alba* (75 kilometres) and another to *Sauce*(75 Km.)

Hotels.—*Genovés, Londres, Americano, Europa Hotel*, (tarif 5 \$ a day).

Phisicians.—*Joaquín Aguirre zabalá, Benito Echevarría, Carlos Irigoyen, Martín Pagola, D'Ascoli, Delbuc and Plaza*.

Banks.—*Francés del Río de la Plata, de la Nación, de Italia and Río de la Plata*.

Soieties.—*Club Recreativo, Club Social*, (which possesses a magnificent building now in course of construction on the Plaza de la Constitución), *Centro Argentino*, etc.

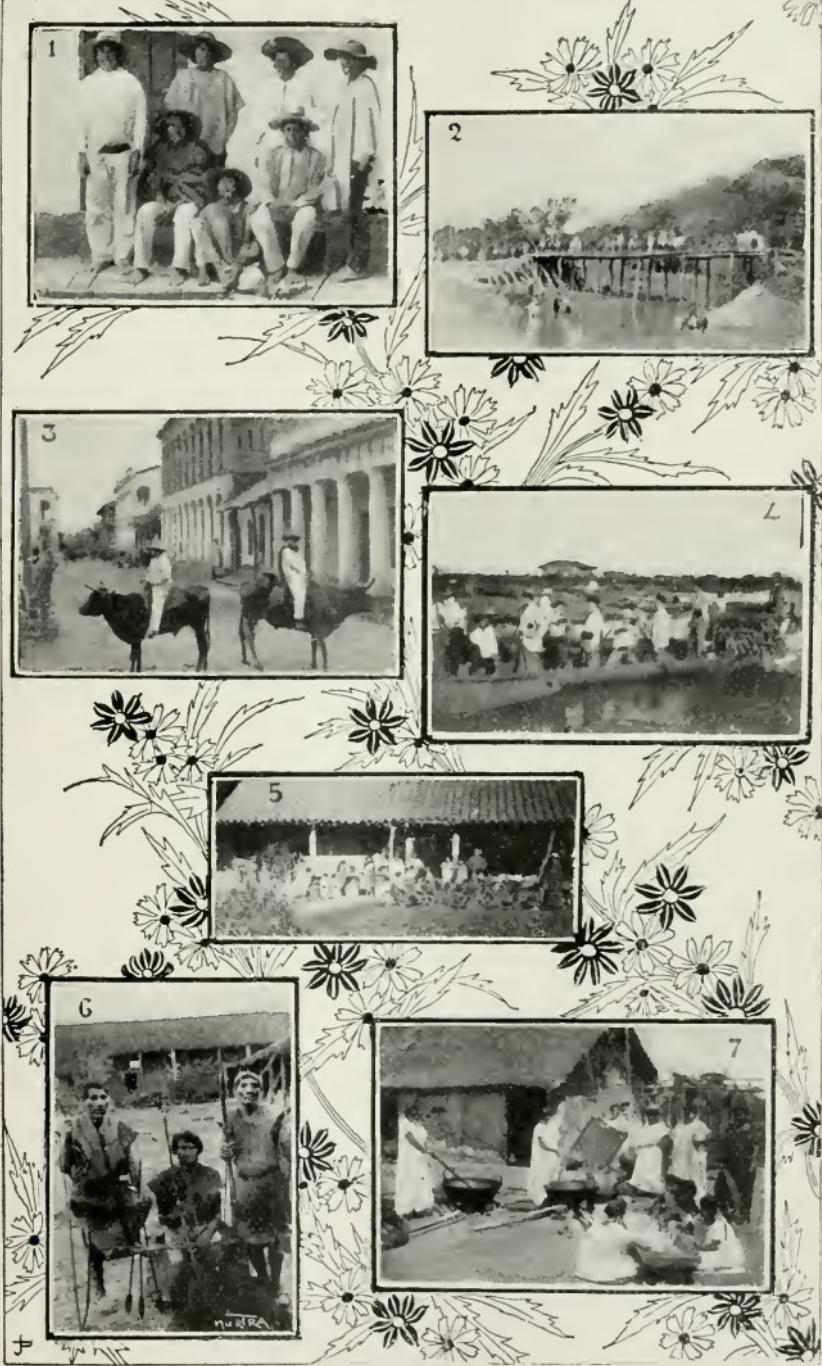
A municipal library contains 5,000 volumes. The principal newspapers are: *El Diario de Gualeguay, El Debate, El Autonomista, La Realidad, El Centenario*.

On the Plaza de la Constitución is erected the statue of General Urquiza and on the Plaza Colón that of General San Martín. These two squares are beautiful.

The Gualeguay Department is one of the richest in domestic animals and cross breeding has transformed the native races.

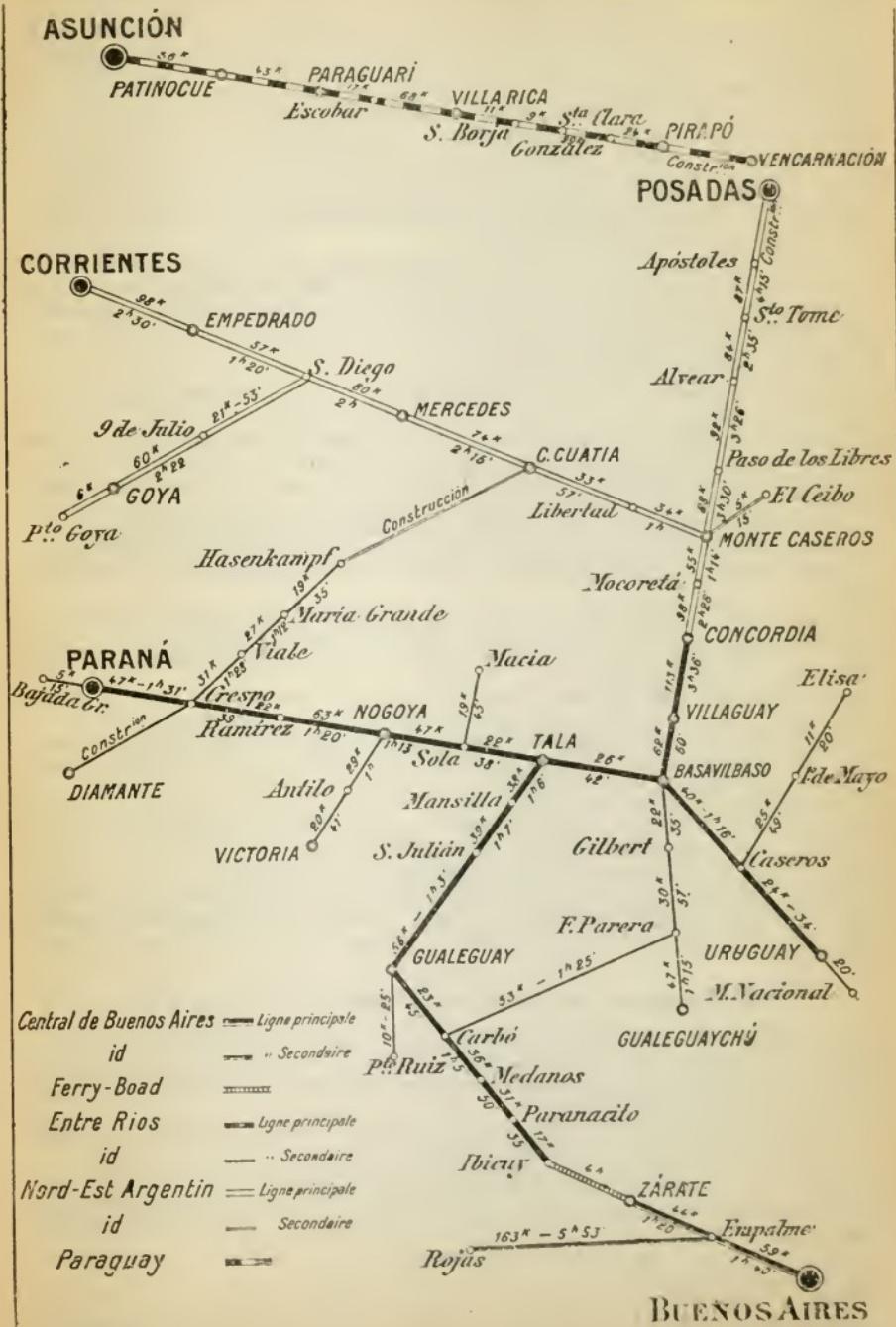
On starting from *Enrique Carbó* we find *Cuchilla Redonda, Larroque, Irazurta* and *Parera* whence another branch goes towards *Gualeguaychu*.

Gualeguaychu was founded in 1783 by Thomas Rocamora and has now a population numbering 40,000 inhabitants. The streets are well paved and lighted by electricity. The streets are fitted with tramway lines. The canalisation of the river *Gualeguaychu* has been of an extraordinary importance for the town. The port is accessible to boats drawing 10 feet



Bolivia.—1. Civilized Indians from the Cordillera; Santa Cruz.—2. Wooden bridge over the River-Quisere Guarayos; Department of Santa Cruz.—3. A street in the town of Santa Cruz.—4. Port of Tratipche; Trinidad (Beni).—5. Children's school at Guarayos; Santa Cruz.—6. Guarayos Indians; Santa Cruz.—7. Fabrication of "Chicha" from Maize fermented drink) in Beni.

Network of the Entre Ríos Railways.



and is situated 100 miles from Buenos Aires and 20 from the port of Fray Bentos.

The town has lately made considerable progress: the colonial style which was the only one known not long ago, has given way to modern constructions. The Law Court, the Normal School and the Town Hall are really beautiful buildings. On the old burial ground they are actually building the Hospital Centenario which will give a beautiful perspective to calle 25 de Mayo. This street paved in wood is the favourite resort of the inhabitants. The parish church has two towers one of which is provided with a clock. On the plaza Independencia stands the equestrian statue of General San Martin at the spot where formerly the Liberty Column was erected. The large building of the Sociedad Rural is actually occupied by the 10th. regiment light infantry.

This town is the chief one of the department of its name and is one of the richest in the province of Entre Ríos. Not only breeding is flourishing, but agriculture has taken large expanses of land where cereals, vegetables and fruit-trees are cultivated and where the vine yields a produce much appreciated in the Argentine market.

Public Carriages.—Fares, 2 \$ an hour.

Hotels.—There are four hotels fitted with cold and hot baths: they charge 4 \$ a day.

Banks.—Branches of the *Banco de la Nación*, *Banco Español del Río de la Plata* and *Banco de Italia y Río de la Plata*.

Physicians.—Drs. Goñi, José Ballesteros, Domingo A. Chechizola, Américo Garbino, Rafael Rodríguez, Juan C. Joyri.

Dentists.—Alejandro Sureau, Héctor Martínez, José Avelenda.

Newspapers.—*El Censor*, *El Noticiero*, *Los Principios*, *El Argentino*.

Post, telegraph and telephone offices: municipal band, *San José* hospital.

Breeding Establishments.—*Cupalen*, of Pradère Brothers, 16,000 hectares; *El Potero*, of Saturnino Unzué, 72,000 hectares; *La Selmina*, of J. Jillmount, 21,000 hectares; *Tamberas*, 10,000 hectares; *Estancia de Cinco Hermanos*, 12,000 hectares.

Industrial Establishments.—Two *saladeros* and several engineering workshops.

After *Parera*, we find *Britos*, *Urdinarrain*, *Escríña*, *Gilbert*, and we arrive at *Basalbilbao*, an important station situated on the line going from Paraná to Concepción del Uruguay.

Then comes *Libaros*, *Urquiza*, *S. M. Carril* and *Villaguay* one of the most important towns in the province. It is a town, we may say, recently built, for it was only founded in 1865 and has therefore modern constructions. It is the chief town of the department of its name.

And before our arrival at *Concordia* we find the agricultural centres of *Clara*, *Jubileo* and *San Salvador* whence a branch line starts for *Caseros*, on the line from Paraná to Uruguay, *Campos*, *Yerba*, *Yuqueri* and at last, *Concordia*.

From Parana to Concepción del Uruguay (320 kilometres).

Paraná on the river of the same name, is one of the chief ports in the Argentine Republic. It was founded in 1730 by a colony detached from Santa Fe. In 1825 it numbered according to Darwin 6,000 inhabitants and now numbers about 40,000.

It is the capital of the province of Entre Ríos and from 1853 to 1862 it was the capital of the Argentine Nation.

The greater part of its buildings are of modern construction; the Cathedral is a splendid church and one of the largest in the Republic: the Cabildo is a beautiful palace situated on the principal square: the Government House the Town Hall, etc.

The streets are straight, well paved, lighted by electricity and with numerous tramway lines laid.

Hotels.—*Sanguinetti*, *Gran Hotel*, *Hotel Central*, *Hotel de España*, etc.

Physicians.—Drs. Juan Chiara, Fernando Lafferrière, Oscar Marchini, Carmelo Crespo, Francisco Médus, Antonio Robollos, Gaspar Sanguinetti,

Emilio Montrull, Francisco Soler, Severiano Pérez Redondo, Domingo Machado, Clodomiro Rodríguez and Francisco Alvarez.

Dentists.—A. M. Monsanto, J. Z. Tapia, Adriano Gagri and Madame Meneclier de López.

Banks.—*Banco Proveedor de Entre Ríos, Branches of the Banco de la Nación, Banco de Londres and Río de la Plata, Banco Español del Río de la Plata and Banco Hipotecario Nacional.*

Charity Hospital which will shortly be replaced by San Martín's Hospital.

Various.—*Club de Gimnasia y Esgrima, Club Social, Club de Natación* (swimming), Sporting Society etc., popular library, open every day: post, telegraph and telephone offices: newspapers: *El Tribuno, La Libertad, El Entre Ríos.*

Industrial Establishments.—Matches and Mosaic Factories, etc.

There will shortly be unveiled at Paraná an equestrian statue of General Justo José de Urquiza, by the Spanish sculptor Querol.

On leaving Paraná we cross an important agricultural region where the colonies are numerous and flourishing. The stations that we find are: *Pinto, Zuwiria, Racedo* and *Crespo* whence a branch line starts for *Hasenkamp*. Afterwards we find *Camps, Ramírez, Aranguren, Hernández* and *Nogoyá*, whence another branch goes to *Victoria*, important as being the centre of cattle-breeding settlements and the wood trade of the region. This branch will go as far as Rosario. Then we find: *XX Septiembre, L. González, Kil. 165*, and *Solá* whence another branch goes towards *Maciá*. After *Tala*, connected with *Gualeguay* and *Carbó, Rocamora* and *Basabilbaso*, as well as with *Gualeguaychú* and *Concordia, Mantero, Herrera, Caseros* whence another branch starts for *San Salvador*, on the Concordia line and; at last *Concepción del Uruguay* of which we have already spoken.

XXIX

From Buenos Aires to Alto Paraná and Asunción.

(by the Argentine North-Eastern Railway).

We have already seen the routes which the traveller can take from Buenos Aires to Concordia. Continuing now the journey towards the North it is necessary to take the train of the Argentine North-Eastern Railway which connects with those of Entre Ríos and the steamboats belonging to the Mihanovich Companies.

On leaving Concordia the traveller crosses a region where cattle-breeding is flourishing, and numerous agricultural colonies have been founded. The country is partly wooded, and irrigated by many brooks and rivers, on the banks of which can be seen the otter, very much appreciated for its skin. In this region, we stop at the Kilometres 6, 18, 23, at *Gualeguaycito* (kil. 42), *Federación, Santa Ana, Chajari*, then we cross the river *Mocoretá* and enter the Province of Corrientes where we find *Mocoretá* (kil. 114), *Naranjito* (kil. 135, 141), and at 153 kilometres from *Concordia* we arrive at *Monte Caseros*, the site of the offices and workshops of the North-Eastern Argentine Railway.

Monte Caseros is a most picturesque town almost en-

tirely surrounded by the river Uruguay. The streets are wide, well kept, and planted with exotic trees. On the principal square stands the statue of Columbus erected by public subscription on the occasion of the 400 th. anniversary of the discovery of America. A railway line belonging to the North-Eastern Argentine starts for Corrientes.

On the left bank of the river Uruguay and facing Monte Caseros, on the frontier of the Republics of Uruguay and Brazil, the town of *Santa Rosa* has been built.

We find afterwards *Ceibo* and we cross at Kilometre 183 the river Mirignay on a bridge one kilometre long. This river rises in the unexplored marshes of the legendary lake Ibera, and forms the south boundary of the immense country-extending into Paraguay and Brazil and whence the Territorio de Misiones takes its name—given to the Jesuits in the XVI century for the Conversion of Indians. We stop then at *Cabred*, at the Kil. 199 at *Bompland*, at the Kilometres 228 and 252, and we arrive at the town named *Paso de los Libres* built amidst orange groves. This is the place where the Argentine General Madariaga arrived from Brazil raising the standard of liberty against the tyrant Rosas. On the Brazilian bank the commercial bridge of Uruguayana is laid, being the eastern terminus of the Porto Alegre railway which can easily be reached from Libres.

Continuing now towards the north we pass Tapebicua and arrive at Yapeyú a sacred spot in South America, as General San Martín, the Great Liberator, was born there on the 25 th. of February 1778.

Between *La Cruz* (336 kilometres) an old town belonging to the Jesuits and famous for its orange plantations, and the modern town of Alvear (351 Km.), the traveller crosses the river Aguapey on a beautiful bridge 1,200 metres long. Opposite Alvear stands the Brazilian town of Itaquy and on the west we can see three rocky peaks known by the name of «Tres Cerros» (the three hillocks) where a great massacre took place during the Revolutionary wars.

Beyond Alvear the line crosses a marshy region where the traveller finds the stations of Kil. 366, Torrent, Kil. 397, Cuay Grande and Kil. 421; then the train arrives at *Santo Tomé* (436 kil.). This town, important at the time of the Jesuits, is very picturesque, it stands on a woody eminence looking towards the Uruguay and is surrounded by orange and banana trees. Near this place the visitor sees some jesuit ruins.

To the north of Santo Tomé, the country changes its aspect; the brick-red soil so characteristic of Misiones, com-

mences to show itself, and as we go further towards the north the undulations of the soil become more and more pronounced, until they reach a culminaing point in a chain of small hills covered with woods near the Apóstoles.

In this region the train stops at *Caza Pava*, Km. 479, 488, *Vuelta del Ombú*, Km. 517, and at 522 kilometres from Concordia crosses the little river Chimiray, the boundary of the Territorio de Misiones, and arrives a few kilometres further on, at the *Apóstoles* station.

Apóstoles is the centre of Polish colonies founded a few years ago by the Argentine Government. Not far from the station, on a little hill covered with trees are the ruins of the ancient *Apóstoles* founded by the Jesuits in 1638, sacked and rebuilt by the Portuguese in 1817. The vestiges that still exist are hidden by a magnificent tropical vegetation and are really worthy of a visit.

From *Apóstoles* the train climbs to leave the Angico Valley, and the view embraces a marshy landscape. It crosses the water-falls at kilometres 541 and descends into the Pindapoy valley. From the highest point the view extends afar and the traveller perceives the Sierras de San José. Near Pindapoy he finds the little village of San José, and sheltered at the foot of the hills the ruins of the mission of the Jesuits.

From Pindapoy the train describes several curves in the valley until it stops at Garupa, a station whence the High Paraná and the woody banks of the river Paraguay can be seen. And at last, after running amongst rocks, the train arrives at *Posadas* on the bank of the river Paraná.

Posadas, the capital of Misiones is splendidly situated on a bend of the Paraná. From the town the visitor can obtain a beautiful panorama formed by the river which spreads below like a lake, the Paraguayan banks, covered with woods opposite, and in the far distance the high hills of Misiones. Facing Posadas is the Paraguayan town of Villa Encarnación, the terminus of the Central Paraguayan Railway.

Posadas is a town for tourists where the ruins of San Ignacio can be admired. Two days voyage on a fine steam-boat and the traveller finds himself at the famous Iguazú falls.

The islands near Posadas abound with game, and the hunter finds there the puma and the jaguar. Big fish swim in countless numbers in the river and the Dorado is the chief quarry of fishermen.

Port of Posadas.—*Posadas* is a port of a certain importance; the Mihanovich Company possesses two steamboats that visit it, the Uruguayo and Ituzaingó. Besides these, two

more companies have their offices there: Núñez and Gibaja (*Salto* and *España*), Domingo Barthe (*Anita B.* and *Dolores B.*) and J. Molas (*Iberá*).

Hotels.—*America Hotel, Hotel Paris, Iguazú, Globo*, (4 \$ a day).

Banks.—Branches of the Banco de la Nación and Banco Español del Río de la Plata.

Physicians.—Drs. Héctor Barreyo, J. Rejes Mallorquín, José Agüero.

Dentists.—Richard Klotz.

Newspapers.—*El Noticiero, El Pueblo, El Eco de Misiones*.

Various.—Municipal band, a sanatorium named *Alto Paraná*; a charity hospital, a social club club *Artesanos*, pangermanic, cosmopolitan, Italian, Spanish, etc. societies; post, telegraph and local telephone offices, etcetera, etc.

Industrial Establishments.—A Yerba Mate mill, saw-pits, etc.

From Posadas to Iguazú.—On his departure from Posadas the traveller who wishes to visit the water falls of the Iguazú will have to take the steam-boat which will take him there in two days. The traveller has three steam-boats at his disposal: the *Salto* which leaves on the 5th., 15th, and 25th. of each month; the *Iberá* which starts on the 3rd, 13th, and 23rd. and the *Feliz Esperanza* which leaves on the 10th., 20th., and 30th. On all these steamboats the voyage to and from Puerto Aguirre, where the traveller lands, costs 52 \$ paper money.

From Puerto Aguirre, the traveller can go to Iguazú in a carriage for 20 \$ there and back, or on horseback for 15 \$. The total charges are 5 \$ a day. We should advise the traveller to choose the steamboats named *Salto* and *Iberá* rather than the other, for the comfort they offer to passengers.

From Posadas to Asunción.

At Posadas the train is shipped on a ferry-boat that carries it to *Villa Encarnación* on the Paraguayan bank. From that place the tourist can go on horseback through the tropical forest to the ruins of the ancient missions of Trinidad (20 Km.) and Jesús (30 Km.).

On starting from *Villa Encarnación* the railway line follows the High Paraná for about 35 Km. and then enters the tropical forest. After having passed through the villages of *Cai-Puente* and *Campo* it crosses the river Pirapó.

Near *Villa Rica* the traveller perceives the central chain of mountains of Paraguay and thence, as far as Asunción, we see a fertile plain, and a region covered with woods, and with picturesque little villages scattered about. At Patigno-Cué we can admire the beautiful Ipacarai lake and on the other side San Bernardino nestling at the foot of wooded hills. From this station the tourist can cross the lake by means of a steamboat in connection with the railway.

Continuing now its route towards the capital of the Republic the train crosses fertile plains which in the places where agriculture is firmly established, show the extreme productiveness of the soil, and a short time after he arrives at Asunción.

XXX

Voyages to the Iguazú Falls.

The Empresa de Navegación de Nicolás MIHANOWICH (corner of 25 de Mayo and Cangallo streets, Buenos Aires) has arranged the following time-table to take passengers to the Iguazú Waterfalls.

Via Corrientes-Paraná-line and Via Concordia in connection with the North-Eastern Argentine Railway.

Departure from Buenos Aires (South Wharf).

Via Río Paraná and High Paraná.

Every Sunday, Tuesday and Thursday at 10. a. m.

The steamers starting on Tuesdays have no connection for High Paraná.
With transhipment at Corrientes on the steamboats *Ituzaingó* and *Uruguayo* which start on Mondays and Thursdays at 7 a. m. and arrive at Posadas at noon on the following day.

The traveller must pay hotel expenses at Corrientes, except when the steamboat is in the port.

Via Río Uruguay.

By the steamers *Londres*, *Viena*, *París*, *Triton* and *Helios*.

Every Tuesday and Saturday at 5 p. m. via Concordia in connection with the North-Eastern Argentine Railway at Posadas, where they arrive 44 hours after having left Buenos Aires.

Departure from Posadas for the Iguazú.

Steamboats	<i>España</i>	the 1st, 11th, and 21st of each month.				
»	<i>Salto</i>	» 5th, 15th,	»	25th	»	»
»	<i>Iberá</i>	» 3rd, 13th,	»	23rd	»	»
»	<i>Edelira</i>	» 10th, 20th,	»	30th	»	»

These steamboats land the tourists at Puerto Aguirre, then continue up the river, and are back 36 hours after their departure.

There is in Puerto Aguirre is a boarding house and the *Hotel de la Cascada* with a dining room and two sleeping rooms, one for ladies and another for gentlemen, which can admit 40 persons.

The tourists, who would not sacrifice the comforts that they enjoy in their own homes, will do well in not venturing to undertake this voyage, for they will often be deprived of the most necessary things.

Itinerary:

From Buenos Aires to Corrientes (via Paraná) by steamboat ..	3 days.
» " " " Concordia, by steamboat	26 hours.
» Concordia to Corrientes, by rail.	14 "
» Corrientes to Posadas, by steamboat.	36 "
» Posadas to Puerto Aguirre, by steamboat.....	70 "
Total 8 days and 8 hours.	

The cost of this voyage there and back, may be calculated at about 200 pesos.

Between Puerto Aguirre and Iguazú the distance is of 19 Km. by the Avenida Victoria Aguirre.

The journey is made by carriage and the fare is 20 \$ there and back; or on horseback it only costs 15 \$.

The Avenida Victoria Aguirre has been opened through the virgin forest and crosses one of the most beautiful regions. This forest contains all the essentials of tropical countries and especially papachos, cedars, ibirapatis, timbos, etc.

The water-falls of the Iguazú offer a spectacle of extraordinary beauty. A long time before arriving there, the traveller hears the formidable noise that the waters make as they fall. The cataracts have a circular form one thousand metres of which belong to the Argentine side and one thousand five hundred to the Brazilian. One of the principal falls, the Argentine Leap or San Martin's Leap is situated very near the place of arrival, but the most beautiful of all is the one known as the Garganta del Diablo (the devil's throat) and measures 60 metres in height. The traveller reaches the place after a journey of 2 Km. in a boat on the river, amidst green and splendid islands from which the falls can be admired at a distance of 50 metres.

If we compare the Iguazú falls with other cataracts we find that

the Niagara is 48·80 metres high, by 1,600 wide; the Victoria Falls 120 m. high by 808 wide.

The Iguazú measures 65 metres in height by 3,500 in width.

Although the Iguazú is not so high as one of these falls, it is wider than either of them. Besides this it is superior to them by the disposition of its falls, and by the series of cataracts with two falls, which give to the river a beauty of its own, unsurpassably superior to anything that may be imagined, which makes of it a marvellous work of Nature.

In spite of the extraordinary beauty of this cataract, heightened more and more by the luxuriant tropical vegetation which encircles it on all sides, tourists have visited it but very little up to this date, owing to the difficult means of communication and the want of comfort found there. Nevertheless, during the last years some improvement has taken place in this state of things, and what is more, there is a plan to make of this magnificent region, unique in the world, an ideal place for tourists. Señor Thays, the *Director de Parques y Paseos* of Buenos Aires has presented to the Minister of Agriculture a scheme for a National Park, the execution of which has not yet been commenced, and we shall only say that he foresees the formation of a town and the creation of electric factories using the immense reserve of power of the cataracts without any prejudice to the beauty of the site.

A TRIP TO THE RUINS OF MISIONES

The tourists who wish to visit the ruins of San Ignacio, situated at 12 leagues from Posadas will have to take the steamboats *Salto*, *España* or any others which start frequently for Posadas. The excursion lasts a whole day.

It is equally interesting to visit the jesuitic ruins of Jesús and Trinidad in Paraguay. The traveller then, must land in the German Colony of Hohenau, and the excursion can be made in two days.

There are some steam boats on hire.

The Hohenau Colony is situated at four leagues above San Ignacio, or 16 from Posadas.

The little steamer *Pesiguero* belonging to the North-Eastern Argentine Railway makes the voyage between Posadas and Puerto León regularly and can be hired for trips.

The passage from Posadas to San Ignacio and back costs 13 \$.

XXXI

From Buenos Aires to Asunción and Paraguay.

(*By the Province of Santa Fe Railway*).

We know already the route as far as Santa Fe. The departure from this last town takes place at 10. 15 p. m. and the arrival at Barranqueras at 6·40 a. m. on the following day, so that the duration of the journey from Buenos Aires to this terminus point of the railway line is about 30 hours.

The region of the Province of Santa Fe crossed by this line does not possess many large towns, but colonisation is very active and prosperous on account of the great development of agriculture, cattle-breeding and of the industries derived from the Quebracho wood.

Santa Fe Cambios.—To attend to the increase of traffic

in Santa Fe station, the company possesses since 1905, a large shunting yard 20 hectares in area comprising over 20 kilometres of rails with various installations. Further, branch lines have been made between the main lines of Rosario, San Cristóbal, and Reconquista which are connected with the port of Santa Fe.

On leaving Santa Fe the traveller finds the stations named Recreo, Gobernador Candioti (a rich colony), Iriondo, Nelson, Llambi Campbell, Cabal, Emilia, Videla, Luciano Leiva, San Justo, Ramayon, Escalada, Desvío 140, Crespo, Fives Lille, Desvío Kil. 187 and 192, Calchaqui (Important works, for extracting tannin from quebracho, belonging to the Forest Company), Desvío Kilometres 213, Margarita, Desvío 236, Espin and Vera.

Vera is an important centre of wood trade. A branch starts from this station for the rich town of Reconquista, a port on the river Paraná. The stations passed are Caraguatay, Malabriga, Berna and Kilometre 302.

At Fives Lille and San Justo there are some sidings running to tannin factories. In the latter place, as well as in Emilia, there are some important flour-mills.

After Vera, the train stops at the Kilometres 259 and 263; then at Toba, at the Kilometres 282 and 285, at Guayeturu, at the Kilometres 293, 296 and 302, at Garaboto, at the Kilometres 315 and 322 and at Colmena.

From Colmena starts a short branch line for El Rey passing by Florida and Tartagal.

Then we pass the Kilometres 340 and 348, Golondrina, Kilometres 359, 366 and 374, Cañada Ombú, Kilometres 392, Los Amores and Kilometres 419 and 425. Here the train enters the country called El Chaco, and from both sides of the line the traveller enjoys a magnificent view of the superb quebracho woods, which form the wealth of the whole region.

We pass afterwards La Sabana, an important wood centre, the Kilometres 447 and 451. At Charandai we find another short branch going towards the Kilometres 30 and 45.

The following small stations are all centres of quebracho settlements; they are the Kilometres 467, 471, 474, Río Tapenaga, Cote Lai, Kilometres 498, General Obligado, Fortín Cardoso, General Donovan, Río Araza and Resistencia.

At General Obligado Station is to be laid the line projected by the Provincia de Santa Fe Railway Company and which is to go as far as Asunción.

Resistencia, the capital of El Chaco, is now a fine town with wide streets covered with quebracho sawdust thus preventing them from being converted into marshes. It is

surrounded by a colony of 45,000 hectares, the population of the district being from 14 to 15,000 inhabitants.

The Nation is at present constructing a railway line from Resistencia to Metan on the Central Northern line in the province of Salta. This railway line, 205 kilometres of which are finished, will have a branch going towards the South-east as far as Añatuya in the province of Santiago del Estero.

Barranqueras where the line has its terminus, and which we find immediately after Resistencia, is an important port on the river Paraná opposite Corrientes. It is at this port that the traveller, who wishes to continue his voyage to Paraguay, must take the steamboat of the Mihanovich Company.

District of El Chaco.—This district offers the aspect of a vast plain slightly inclined from west to east, where the rain forms, in the depressions of the soil, numerous marshes which are not drained off. It is everywhere covered with forest except in the neighbourhood of marshes.

The climate is hot and rainy during the summer which is very long, and dry and temperate during the winter. The centre of the district is very fertile.

The progress of the Chaco is now favoured by the different communication lines recently opened, such as the railway of which we have just spoken, and the canalisation of the river Bermejo for a length of 600 Kilometres; this serves to transport the goods and products of the region. The port of Bermejo (Puerto Bermejo) has already acquired a certain importance. The felling timber, has always been the first industry in the Chaco, and is even now the most important. Many powerful companies devote their capital to the wood business, as well as to the extraction of tannin from the quebracho wood, and cattle-breeding. The sugar trade is represented there by two establishments. There are also some castoro il factories, and this industry is developing, although not so rapidly as the cotton, the first trials of which were made ten years ago. There are now 2,000 hectares planted with cotton.

The native population is composed of about 15,000 Tobas, 5,000 Matacos and 4,000 Indians belonging to various tribes.

From Barranqueras to Asunción.

On leaving Barranqueras the steamboat goes up the river Paraná and after passing the frontier of Paraguay, enters the river of this name. On the left the traveller leaves the Chaco district and afterwards that of Far mosa and stops at the capital of the same name.

Villa Formosa or Formosa is built on a very pretty spot above high sloping banks being thus sheltered from the overflow of the river Paraguay; opposite is the Paraguayan village of Villa Franca Nueva situated on an island. Formosa was planned to be a large town; the streets are wide, but the rains change them often into marshes. There is not any building worthy of mention; everything is new and the inhabitants' only wish, is to build solid but very plain houses.

District of Formosa.—This district is almost unknown except on the shores of the rivers Paraguay, Pilcomayo and Bermejo. Its aspect is that of an immense plain covered with forests, and great regions often flooded. At a short distance from the banks of the river Paraguay commences the forest exhibiting its red and white quebrachos, carob-trees, timbos, etcetera. The soil is very rich and in the clearings there are excellent pastures; these meadows can be transformed with a little work into fields for cultivation.

The industries in the district of Formosa are the same as those of El Chaco.

The Argentine Government is now constructing on its own account a railway line known as Embarcación to Formosa, crossing the whole district from north-east to south-east, almost at its centre, with a length of 703 kilometres so that each extreme point be not more distant than 75 kilometres from the line. Up to the present moment 200 kilometres of this line have been constructed.

We may calculate, in the district, in round figures, 20,000 Tobas and 5 or 6,000 Indians of various tribes.

Numerous explorations have been made with a view to unveiling the mystery that covers this region, but many of the explorers have lost their lives in their attempts. Doctor Creveaux was murdered in 1882 by the Tobas, the Spaniard Ibarreta suffered the same fate in 1900 when he was murdered by the Pilagas, and the Italian painter Guido Boggiani also met his death in 1902.

Numerous other explorers more or less successful have visited these regions, and amongst all of these, only the engineer Mr. Lange succeeded in exploring the course of the river Pilcomayo.

After having left the district of Formosa we arrive at the capital of Paraguay: Asunción.

XXXII

A Journey to Paraguay.

The beautiful landscape of Paraguay and, what is more, the eternal spring enjoyed by this country, cause the tourists to visit it more and more frequently, and many Argentine families prefer this trip to that of going to Europe, which is longer and more expensive without being so pleasant.

The Mihanovich Navigation C.[°] and the hotels of Paraguay have improved their service, and we are able to affirm that the most particular tourist will find every comfort.

The steamboats of the Mihanovich Company take their departure from Buenos Aires (south wharf) on Sundays, Tuesdays and Thursdays, a little after midday, and take half a week to arrive at Asunción the capital of Paraguay. These steamboats are of the most modern type and offer every comfort.

For further inquiries and tickets apply to the Company's

offices, corner of Cangallo and 25 de Mayo streets. The voyage costs about 13·50 \$ a day, there and back.

On leaving Buenos Aires, the panorama of the Capital, seen from the estuary of the River Plate is simply marvellous; the traveller enters then the waters of the river Paraná which he goes up, passing numerous islands covered with a splendid and varied vegetation. The first calling place is Rosario, a large port already known by our readers.

After Rosario the traveller commences to remark the change of temperature, especially if he has left on one of those cold and rainy winter days so frequent in Buenos Aires. This temperature of real spring grows more accentuated as he approaches Asunción.

When the tourist has landed at that town he has only to choose amongst the different comforts offered to him according to the time he has at his disposal.

If he has to return by the same steamboat and does not wish to trouble himself about his luggage for the few days he has to stay in Asunción, he can keep his lodging on board and enjoy the same service as if he was travelling.

If on the contrary, he prefers to stay on shore he will find in the hotels of the capital a good apartment, good board and every thing he may wish for. (Hotels: Hispano Americano, Cosmos, San Pedro, París, Paraguay, Pensión Stauch 7 and 8 \$ a day).

For persons or families wishing to stay a long time, the best spots are the Ipacarai lake and the little town of San Bernardino.

San Bernardino is situated scarcely one hour's train journey from Asunción. The traveller gets down at Patiño station and a little steamer takes him to San Bernardino.

The colony of San Bernardino is situated in the most picturesque region of the Ipacarai lake, and is surrounded by high hills covered with magnificent tropical forests. The population is for the most part, composed of Swiss and German farmers who have given to the region the aspect of European climatic stations.

The Hotel del Lago managed by Mr. and Mrs. Weiler offers every comfort the traveller may expect to find, either in his lodging or in the table-d'-hôte.

The hotel is provided with horses, carriages and steam boats for tourists.

Some pavillions annexed to the hotel afford private residences for families.

XXXIII

Navigation on the River Bermejo.

Official service depending on the Ministry of Public Works of the Republic.

Navigation on this important river which up to the present date had entirely been cut off from human and commercial relations, is now a fact, thanks to the works realized by the National Government.

During many centuries this navigation had preoccupied numerous generations. Since the adventurers' times known as *conquistadores* and during the hard period of our organisation, it was thought possible and the genial Alberdi said about it: «On the banks of the river Bermejo national gratitude will erect a monument with this dedication: «To the Congress of 1852 liberator of these waters posterity is grateful».

The plan of the works adopted by the Government in consequence of the scientific exploration realized in 1903 by the Engineer Mr. Jules Henri who made a complete report of the river, embraces the following parts: 1st. Studies; 2nd. Clearing of the banks; 3rd. Cleaning of the river-bed; 4th. Construction of a telegraphic line. This plan, the execution of which was entrusted, in 1909, to the said engineer, has been realised in great part; navigation is possible now as far as kilometre 612, and the service of the transport of goods with transhipment as far as the villages of El Pintado and San Camilo (Km. 720).

The progress brought by the railway and by canalisation along the Río Bermejo and up to Salta and Jujuy, has opened to national activity an immense and very fertile zone the centre of which is Villa Embarcación situated on the banks of the river at 25 kilometres from Orán.

The tropical products of Formosa and the northern provinces, sugar, cotton and fruits and even oil from the Bolivian frontier, are already an important factor in the wealth of the country, and this factor is acquiring every day a prominent place, thanks to the solution of the problem of communications by river and rail, given by the navigation system on the river Bermejo, which connects the port of Embarcación with all the Argentine Paraguayan, coast and the railway lines that converge on that town, a net formed by three lines which arrive at Formosa coming from Ledesma, Salta, and Jacuiba all connected with the Central Northern and the concessions of Chilian and Bolivian railways.

Owing then, to its excellent situation, Embarcación is the centre and the necessary place for the passage of trade in the north of the Republic.

A real proof of this privileged situation is the value acquired by the land, which from three to five thousand pesos that it was worth three years ago, has risen to 100,000 and all operations made with land during these last months have given these figures as a minimum of this colossal rise in value.

The steamboats that ply on the river Bermejo have not any fixed time for their departures for, being only three, and only two of them doing the service, one as far as Presidencia Roca and the other as far as the Kilometre 612, they do not start until they have a full cargo.

The speed of these steamboats is only 7 miles and this is the reason why the voyage to Presidencia Roca lasts a week, and up to Kilometre 612 three weeks. The steamboats do not travel during the night.

The boats are fitted with cabins on the second deck and are lighted by electricity.

Amongst the steamboats that are to increase the flotilla there is the *Namuncura* of the old flotilla of the river Negro, the boiler and engines of which have been replaced by motors working by internal combustion, and a new boat of the same power which will have, over the actual boats the advantage of a superior speed by $1 \frac{1}{2}$ to 2 time miles, and of avoiding stops to ship the wood for heating.

Although that is the most difficult time for navigation on this river, during which the low tide prevails, the most propitious season to enjoy

the delights of Nature on the banks of the river Bermejo in the Chaco, is the spring, on account of the beauty of the vegetation and the number of birds and wild animals that together with some camps of native fishermen complete the landscape of a desert country, where a cattle-breeding settlement, a small fort and a telegraph office form the first signs of civilisation.

For a few more years, these voyages will still appear like travels of exploration but without any danger, for the traveller will be able to go up the river as far as Embarcación and find horses and guides at the spot, where navigation stops.

Fares.—The following are the fares fixed by the Government:

Cabin, without board which is paid for separately. There and back, Gandolfi, Km. 50, \$ 7; Desaguadero, Km. 70, \$ 10; Puerto Expedición, Km. 100, \$ 15; Quinta Uriburu, Km. 120, \$ 16; Toapallar, Km. 174, \$ 20; Presidencia Roca, Km. 230, \$ 25; Ex Fortín 12 de Caballería, Km. 248, \$ 27; Fortín Pedro Beltrán, Km. 293, \$ 30 and Primer Pueblo, Km. 600, \$ 50.

XXXIV

Through the Forest of Southern Chaco.

By M. Jules Huret (1)

*Santiago del Estero.—Forests and Marshes.—The salt desert.—Character of the Chaco forests.—No tall trees.—Diversity of scents.—Richness in quebracho-wood.—A bare landscape.—A burial-place for woodmen.—The Chaco.—Its wealth.—Its future.—At Quimili.—A forest settlement.—Drought is a dreadful enemy.—Eleven months without rain.—In want of fresh water.—Digging wells.—Always salt water.—A reservoir of 400,000 litres.—The artificial «represas».—Water trains attacked.—The wagons as markets.—Woodmen's living.—The game of *taba* a passion.—The saw-pit.—300,000 railway sleepers a year.—Workmen's salaries.—Towards Santa Fe.*

After Tucuman and Salta and their rich valleys, we were going to cross again that desolate plain, the sterility of which impressed us so much on our going to visit in the north part of Santiago del Estero, the works in the forests, the principal wealth of the Province.

Santiago del Estero! (St. James on the Marsh!)

How well the province deserves a pretty and sad name such as this! On this soil flat and clayey covered for the most part, with woods and forests, where the rivers for want of slopes wander about and change their bed according to the caprice of floods, the waters stagnate after the floods forming numerous marshes or *esteros* which evaporate at the end of a few months.

The weather is sultry and dry, the lungs demand a little cool air; the pores of the skin are obstructed by the fine dust which penetrates everywhere. The traveller dreams of green and cool Normandy, of Switzerland and its clear and rapid streams, and of healthy baths in clear waters.

Being in need of water, the dusty pultry coloured soil, is poor. On the banks of the rivers Dulce and Juramento we shall see some splendid fields, fertilised by the torrents when they overflow. They cultivate the sugar-cane, Indian corn and manioc. Wheat grows on these lands perfectly well, and where the waters fertilise them, the peach, the pomegranate, and the fig-tree yield their fruits in abundance, the same as in the other provinces. But as soon as we have crossed this region, there appears again the clayish and salt desert, with its meagre vegetation of mimosas, thorny and dwarf-trees on a bare soil covered in many spots

(1) In the Argentine.—From Buenos Aires to the Gran Chaco.—1911,

with alkalescent salts. A very few animals, especially goats, find some sort of food. Here and there, the corpse of some animal is decomposing. Some mud huts are framed with nopal trees with prickly thick leaves the violet swellings of which are succulent figs, and far off, the cactus look like an army of pious soldiers planted on the impoverished soil. From a short distance, you would think they were giant cucumbers armed with small darts.

Our train crosses many conveyances laden with timber, going towards Tucumán as fuel for the factories, coming from the neighbouring region where the forests are, and where we shall shortly arrive.

Here we are. As the rains are rare and too scanty they cannot produce a very exuberant vegetation. The trees of a medium height spread out at a few metres from the soil. But in their fight against the inclemency of the climate they acquire, in that land of drought an extreme hardness. The forest being very thin has rather the appearance of an endless orchard, or of an interminable wood deprived of any underwood or herbage. The talas, the gayacs, the ñandubays, the chañars and the algarrobos (carob trees) are not bigger than our apple-trees.

A very fine moss hanging from their branches like bits of green muslin keeps the dampness on them. The animals lost in this wood are very fond of it. With their leaves and the algarrobo shells they can nourish themselves well enough.

Sometimes through the open windows of our carriage come some delicious scents, some fragrancy spiced with mimosas gathered by the wind in the thickets of espinillos, the flowers of which are soft and yellow tufts. Here and there, some huts made with rough trunks of trees with their interstices full of mud, and a roof made of earth where some sunburnt herbs grow, shelter woodmen; some charcoal fires raise their high tumulus amidst the clearings, or some cocoa-woods, show against the blue sky their leafy tuft of bent sabres. Many of them have their fruit burnt, the flame has licked it climbing as far as the thickets which bend, black and dried.

When great clearings are opened, the traveller thinks he perceives on the horizon the golden harvests, but the miserable herbs that border the line, yellow and red like those which are seen far off, make this illusion vanish. Some kites fly in the blue sky and descend suddenly to the earth. Then the woods commence again. A sad and mournful landscape, without any great character or beauty, but where the aridity and immensity become very impressive. In this very forest, scarcely interrupted, where the railway line runs without a curve, we travel for many hours towards a horizon masked by forest of trees.

At sun-set the forest, solitary and silent, where every sign of animal life seems to hide itself, awakes all of a sudden. Ah! the beautiful twilight, pigeon-neck like, on which the fine branches of trees and the large torches of the cactus project. For one hour we follow the changes of dying light in the forest which begins to darken. Not a village, not even the lighted candle of a «rancho» neither a horse's neigh nor a cow's low. But lo! In the middle of a vast clearing some planks encircle a narrow space where some crosses stand, made in coarse wood, at the foot of which some candles burn. It is the woodmen's burial-ground. The train conductor explains to us that on certain days tradition obliges the living to light in that way, the tombs of those who are no more.

From the moment of its rising, on the morrow, the sun shines in a cloudless sky, of a deep clear blue and sheds over all that dryness, its golden light making one forget everything, the crevassed soil, the wind and the dust.

From Añatuya we run towards Tintina, the extreme point of the only branch line that advances on this side towards the Chaco.

The Chaco! Here it is; here we are in the desert that my geographical remembrances, mingled with my imagination made appear before my eyes almost absolutely bare or scarcely covered with meagre shrubs in this last

refuge of the Indian tribes refractory to every civilisation; divided into several portions by the ferocious Tobas, the nomadic Mocovis and those Matacos and Chariguanos, the types of which we saw at the Ledesma sugar factories. In a short time to come, this immense and arid plain which, without a single undulation, or hill spreads out from the banks of the river Juramento to those of the Pilcomayo, from the rivers Paraná and Paraguay to the eastern slopes of the Andes, will be crossed by railway lines. The federal Government is now undertaking the construction of two lines from Corrientes to Metán, from Formosa to Embarcación, which some junction will connect with the line we are running on at this moment. Thus the pacific conquest of these vast regions where a few years ago only, civilized people dared not venture, will come to an end.

The husbandmen will find on the banks of its rivers opulent lands where the whole tropical vegetation will be able to develop, from the sugar-cane to the cotton plantations. These cultivations together with the oil wells recently discovered in the Bermejo region will be the three great sources of wealth in the Chaco.

Meanwhile, we are here in one of the most arid parts, and perhaps the most deprived of water, but these facts have not prevented some industrial companies from settling in it.

Our train stops at Quimili in mid-forest where we are going on a visit to the saw-pits belonging to the Sociedad de Quebrachales Chaqueños, founded some years ago with a capital of 4 million pesos (9 million francs). That society possesses 400,000 hectares of virgin forest and occupies (1) 1,000 woodmen and 600 families of labourers.

Her husband being absent, the wife of the manager of the works receives us very kindly, in a little brick and log cottage, clean and comfortable and she offers us a cup of chocolate. Now imagine to yourself the life of a manager and his family in that forest without outlet, ten hours rail from a civilized sport and surrounded only by labourers.

We talk with her and with the manager of a neighbouring forest factory an ancient workman, of Swiss origin, intelligent and active.

Sometimes eleven months pass by without a single drop of water from the clouds. When it rains, it is in January and February. It is not really cold until June and July. Then the thermometer falls to 10°. In summer it reaches sometimes 48°. In all seasons the differences of temperature between day and night are very great, and the nights are always cool.

The most dreaded enemy is the drought. No rivers: rare rains; neither oases nor subterranean layers of fresh water. At 38 metres they found water but it was salty. They dug then some wells 90 metres deep and wells 150 metres deep; nothing but salt water again. After 3 years' work they did not find a layer of drinkable water. The report of a German geologist who studied recently this region, affirmed that fresh water lies here at a depth of 1,000 metres. The Northern Central Company has just signed an agreement with a forage society to undertake this long task. It will cost not less than 220 francs per metre and it is hoped that fresh water will be found at the said depth of 1,000 metres. The well then will cost 220,000 francs.

The inhabitants of this region, not being able to find water under ground, gather it in cisterns, when it rains, for the needs of the workmen and in a large reservoir which can hold 400,000 litres for the needs of the factory. They showed it to us not far from there. Water, salty and rusty-like, lies under the sun beams but the labourers drink it nevertheless without its being filtered. Some estancieros settled in the Chaco, do the same thing. They dig basins and some «represas» of 100 metres long and wide by 4 metres deep. This assures them, when it rains, a reserve of 400,000 hectolitres.

At Tintina in the same excavations, people and animals take their baths.

(1) There are still around Tintina 2 million hectares of quebracho forests to be cleared.

The manager assures me that this is true. If after, for their needs, they drink the same water it has never been remarked that the people who quench their thirst with it, have had any disease.

Near Añatuya, which we passed this morning, a canal has been dug which measures one league in length and is three metres wide and brings to the village, water from the river Salado, carrying it afterwards eight hundred metres from that place as far as the Company's factory. This ditch which we saw dirty with residue, papers, wood, straw, and empty tins, is filled up when the Salado is high, and the people come there to use the water mixed with this filth.

At Quimili they have not even this resource for the river is too far Then the Northern Central Company organises some water conveyances. Every week 9 trains of 40 cylindrical wagons and holding 20,000 litres each starting from Añatuya and Aurora for Quimili and Tintina, provide with it the saw-pits, the workmen employed there and the cattle. This water comes to 2 pesos or 4·40 francs per cubic metre when it arrives from Añatuya and 1 peso if it comes from Aurora, and it is even necessary to reckon with losses, for many a time a tragedy arises about the water. Some times during the stoppages and even while the train is running a mutiny breaks out; the assailants, almost mad, attack the trains, beat the conductor if he refuses to stop, threaten to kill him, make holes in the waggons with hatchets, and they also empty the boiler to collect the water they want, and they often let it waste on the line.

One may conceive how many difficulties arise from such undertakings. Here, at Quimili, not less than 60,000 litres of water, 6,000 for the machinery, are used daily. Of course, they have some condensers by means of which a great economy is made. The Tintina factory has spent nearly 80,000 francs for water conveyances in eleven months. It is necessary to state that the factory wants for its different works 450 mules and that each mule drinks from 30 to 40 litres of water a day and an ox 100 litres (1).

The material life of those who exile themselves in these countries is, as will be seen, rather severe. Señor Ramallo, manager of the Northern Central Railway has had the ingenious idea of creating market-waggons which will be installed on the line from Añatuya to Tintina. Twice a week the inhabitants of the districts traversed by the railway line, aware of this fact by the time-tables, will come at the passage of the trains to buy the fresh vegetables and provisions of all kinds that the retailers will carry in their waggons.

Here said the manager's wife, «we never eat vegetables. One cauliflower costs 2 francs and a half and the rest in like proportion».

She leads us to the *almacenero* (grocer) established by the Society in a log house near the factory, who collects not less than 22,000 pesos a month for the Company. The profits of this little business amount to 120,000 a year. Near the grocer's, in a hut, a vegetable merchant has also established his business, but we did not see the least green leaf; a heap of oranges in a corner three or four sausages hanging from a beam, a cheese, some garlic and onion garlands and carob-shells which are exhibited on a board and seem to be made with a saw-dust paste, hard and porous, form the whole of the vegetable business. The merchant wishes to offer me, some carob shells and explains to me how they are made with the black shells of the carobs dried, crushed, powdered and sifted, hardened with sugar or honey, put under press and served as dessert under the name of «patata». He also shows us in a jug, a kind of syrup decoction of algarroba shells and sugar very much appreciated by the labourers (peones).

The woodmen are nearly all single. Their living is rough, deprived

(1) I give these extraordinary figures with all reserve. They have nevertheless been affirmed to me by the manager of the undertaking. It is necessary to remember that we are in a very hot and dry country.

of any pleasure. From time to time, very rarely, they get drunk. The algarrobo syrup and the Indian corn «chicha» are there for that. The rest of the time they are sober and their needs are very limited. They feed themselves with meat and make very sweet, «tortillas» (omelets), made with cornflour and grease cooked in the hot ashes or carob shells. Those who live in the forest are very able «mieleros» (1) who know how to find in the hollows of trees, a succulent but dangerous honey that the wild bees deposit in them. It appears that it inebriates them for a few hours, but it intoxicates like the honey of flatterers!

Their greatest pleasure is the game of «taba» the national game of the Argentine. There is no festivity, neither a Sunday nor an election day or any other day of rest without the «taba». That game consists in throwing a small ox-bone at ten metres' distance so that it may fall on its smallest side. It is neither very difficult as you may see, nor very exciting; and nevertheless the «hijos del pais» (natives) are so fond of it that some tragedy often accompanies the game there is an appeal to the pistol and the knife for the settlement of the dispute. The woodmen, who have no occasion for spending their money, often risk large sums and the afternoons that are settled by differences of one hundred pesos (220 francs) are not very rare.

They have tried to prohibit the game at taba but the woodmen prefer to leave work than be deprived of their only pleasure. And as manual labour is very scarce at the Chaco, the forest companies have renounced the attempt. Then the police tries to regulate the game and to this purpose is present at stipulating the conditions, overcoming the difficulties and taking care that the players do not carry arms about them. Taba has become an industry. Some peones, more daring than others, are the bankers in the game; they take forty centavos for each throw and accept the bettings for or against the players. It happens at times that the policeman himself plays at taba and cashes good sums monthly from this new kind of croupiers.

Near the manager's little cottage the saw-pit buzzes.

They prepare especially the hard woods such as quebracho, jacaranda, gaiac, tala and carob, excellent for fences, wheels and carpentry. The quebrachos of this region are not good for the fabrication of tannin like those of the admirable forests of Santa Fe. It appears they contain very little. They are used especially for heating and railway sleepers which do not rot. The company prepares annually 300,000 of them.

The woodmen busy with the preparation of sleepers earn from 8 to 10 francs a day. In short the sleeper paying 2 francs to the woodman (2) 40 centimes to the sawer, 10 centimes to the carmen 40 centimes to the state costs about 3 francs and is resold at 9·60 francs to the Companies, that is to say with 7·60 francs profit. One must deduct from this sum the price of the land and the general expenses of the factory. But the land was bought at a very low price. It is then a very profitable industry if one counts that the company sells 300,000 sleepers yearly and that it only depends on itself or at least of the hand labour to increase its sale.

We had to take the train again and rejoin the line from Tucuman to Santa Fe where we had to arrive next day. The forest recommenced again without interruption and when darkness fell on this landscape without a village, or living being, flat, desolate, the few oxen we could see pasturing in the clearings seemed still more lonely, more abandoned than they were during the day.

When night came the forest vanished and the fields replaced it. We entered the province of Santa Fe, Towards San Cristóbal a line of fire of several kilometres long was burning on the horizon and without the

(1) Honey gatherers.

(2) The sawer earns 10 francs a day as well as the workman who is in charge of the saw. The common labourers earn from 8 to 9 francs a day. The beam carriers 6·50 fr. a day. This is thought very hard work. The waggon loaders, who are paid at the rate of 10 centimes for each sleeper, can earn a salary of 30 to 40 francs a day when there are some waggons to be laden,—for they work very quickly and without any rest, but accidents are frequent for the sleepers weighs about 100 kilograms.

certainly we were in, that no town of any kind existed in the neighbourhood we could have imagined a city entirely devoted to work. It was only the fires lighted to burn the dry herbs of the campo.

It took us nearly forty hours to cross the forests of the Chaco.

XXXV

From Buenos Aires to Sucre and La Paz.

Bolivia has two capitals: *Sucre* the nominal capital ($19^{\circ} 2' 45''$ latitude south and $65^{\circ} 17' 08''$ longitude west of the meridian of Greenwich 2,844 metres over the sea nivel) where there are the Supreme Court, the Court of Accounts, the Archbispopric, Archives the National Library, Faculties of Medecine, of Law, and of Theology and the Banks (National and Francisco Argandoña); and *La Paz* the real Capital after the last revolution ($16^{\circ} 45' 00''$ latitude south, and $70^{\circ} 25' 45''$ longitude west of the meridian of Greenwhich) 3,500 metres above the sea level where there are the Executive Power (which in Bolivia is called the «Supremo Gobierno») the Congress, the Diplomatic Body, Faculties of Law, Medecine, a bishopric and branches of the Banks, etc.

Sucre has 34,000 inhabitants and has the most beautiful climate in the world. *La Paz* has 65,000 inhabitants, and is considerably colder.

To go from Buenos Aires to Sucre and La Paz, there are two routes:

1.—Buenos Aires, Jujuy, Punta Rieles, Tupiza, Sucre, Challapata, Oruro and La Paz.

2.—Buenos Aires, Valparaiso, Antofagasta, Challapata, where one can cut across to Sucre or go on to Oruro and La Paz.

To go direct to La Paz, there are two ways:

3.—Buenos Aires, Valparaiso, Mollendo, Arequipa, Puno, Chililaya and La Paz.

4.—Buenos Aires, Arica, Taena, Tacora and La Paz.

Before studying these 4 itineraries it would be well to know briefly the conditions of travel in Bolivia.

Railways are scarce, the gauge is 0 metres 75 centimetres, material is poor; there are no sleeping cars nor restaurant cars, the buffets are not particularly good and sometimes there is not sufficient provision for all travellers; hotels in some parts are poor.

The coaches «carreteras» do not run more than five months in the year during the dry season (July to November) they make 75 kilometres a day, on some routes (Potosí-Sucre) they run every eight days, on others (Challapata-Sucre) every 15 days. The only one which has a regular

service is from Oruro-La Paz which runs every second day; there are five seats and a coach follows with the baggage. Certain roads (Sucre to Tupiza and to La Quiaca) are theoretically free all the year round, but one must not put too much confidence, on the fact.

On mule-back, one can go safely everywhere and at all seasons. One must have a good saddle, carry a camp bed with blankets and rugs, and take eatables as sometimes one cannot get food in the villages. The «arrieros» are easily found who will hire one, mules and saddle mules.

The price per mule and per day varies according to the price of forage, but it is better to make a fixed price up to the end of the journey and thus the arriero will take care of the forage and see to buying the necessaries; the guides and helps always go on foot.

The arriero asks for half the payment in advance. It is better to give him what he asks for before the police prefect, and make him sign a paper as to the sum agreed upon, and the sum paid in advance.

The load for baggage mules, is 90 kilograms, that of a mule for commercial articles 120 kilograms. The former keep up with the traveller, the latter depend on the good-will of the «arriero».

A traveller who is a novice, ought not to count on doing more than 8-10 leagues (40 or 50 km.) per day, an old traveller can do 15 leagues.

The stopping places are called «postas» buildings belonging to the government which serve to secure the services of the courriers, and where one can or at least one ought to find:

- 1.—A comfortable shelter.
- 2.—Provisions for travellers and animals.
- 3.—A change of mules.

As a rule these «postas», situated on an average from 4 to 5 leagues distance from each other, have always:

- 1.—One or two empty rooms, that shut badly, and
- 2.—A «corral» (yard) for animals.

The traveller has the right to use these without paying. As for eatables, sometimes they are to be found, and the intelligent innkeeper will give food, exacting good payment for it, but it is imprudent to count even on him, as in many places nothing can be found. The scarcity of food and the want of bread and wine, and above all the ill-will of the natives is the cause of all this.

The superior class of Bolivian is as a rule hospitable; the Indian, who is the only inhabitant of the villages and country places, is not always so, especially when a Spaniard needs his hospitality, the Indian has a natural hatred for the Spaniard. All have fowls and sheep but they refuse to

sell, no matter at what price, and make out that they understand very little Spanish. Sometimes it is necessary to take their animals away by force, which is possible and authorised, although it gives rise to many disagreeables.

One often sees Indians coming up to travellers, and asking them to sell them their bread.

The journey during the day is always warm, but at night the freshness is felt, and it is well to be provided with rugs.

Forage is generally found in the «postas», and the price varies from 3 to 12 bolivians the hundred weight (Spanish) 46 kilograms) (mixed barley, grain and straw).

The change of mules, that one has the right to exact on payment at the nearest posta, sometimes cannot be got, or the mules are occupied in public service or are beyond the limits of the state, one must not count on them and it is better to do without.

In every posta there are a number of Indians called pos-tillons, whose business it is to help load and unload the mules, accompany the posta mules and bring them back again; the Bolivians treat them with the whip; and it is preferable to give them a tip, a few «reals» will give good results (one real is 10 centavos). In the villages there are also «tambos». These are huts made of mud, as all are, and have 3 or 4 empty rooms that may be hired for 3 to 4 reals per night, and where it is easier to get food than at the postas.

One of the great difficulties in Bolivia for travellers, is the absolute ignorance where to find the authorities and private persons beyond a distance of 15 kilometres. For instance, a posta is taken away, and replaced by another situated at two leagues distance on another track between Sucre and Tupiza. The sub-prefect of this latter town will probably not know of this change even for four months after, and will therefore give a false itinerary. It is always better to enquire about any changes from post to post.

Telegraphy is sufficiently developed in Bolivia, and it is rare not to find a telegraph office at one out of every three posts; only the cable is very poor and generally in a bad state. The offices in the small villages are open at seven o'clock in the morning, at noon and at seven in the evening, closing half an hour after each opening; one must wait for the time to open again after they are once closed.

Words often undergo a change during the transmission over the frontier.

Finally we will call attention to the great enemy that meets us on the journey: that is alcoholism; this is to be greatly found among the Quichuas or Southern Indians, among the Aymaras or Northern Indians, and amongst

the Bolivian workmen and employees. It is not unusual to find in a village, the corregidor (a political and police authority) the innkeeper, the telegraph official and even the priest all dead-drunk. Sometimes one's «carriero» does not wish to be behindhand, and also manages to get drunk and join the group.

If possible it is better to avoid travelling on the 24th. June and the 24th. December. These are days when the postillons change «postas». The whole night is passed with shouts and screams, songs, dancing and sounds of a cornet called the «pututus», the women are as a rule even more drunk than the men.

A pass-port from the Bolivian Legation, with an order to the «corregidores» innkeepers and authorities will procure one all one needs, and is very useful.

Nevertheless one can travel in Bolivia, if one knows how to take the people, and if one is liberal with tips although travelling is a bit awkward, owing to the dearth of railways.

Provisions.—To be carried with one: Blankets, bread, salt, wine, roast meats and preserves of all kinds, oranges and lemons, coffee, tea, chocolate and condensed milk.

Money.—The Bolivian dollar (paper) loses on an average 12 % on the Argentine dollar (national money).

Ten «centavos» is worth a real. The Bolivian dollar a boliviano or bill.

One must bear in mind that the «peso» in Bolivia, is not worth more than 8 reals or 80 centavos.

The pound sterling is worth according to the standard law, 12 bolivianos and 50 centavos; public establishments banks, telegraph offices, etc., are under the obligation to receive them. There is a general inclination to refuse them, at least in small places, and it is necessary then to insist.

It is preferable to carry National Bank bills or bills of the Argandoña Bank which are current and can be easily got at Jujuy or at Humahuaca.

Bills of the Industrial Bank of La Paz have the same privileges and are good, but in the south they are not known and are always refused.

First Itinerary.

1ST PART.

From Buenos Aires to Tupiza and Suere.

The train for Jujuy, either by Cordoba or Tucuman (leaves from Retiro Central: Monday, Wednesday and Fri-

day at 7.15 in the morning from Retiro-Rosario) hand takes one to Jujuy; it is best there to assure oneself of the days the train goes to Punta Rieles (now Humahuaca) and it is possible to find there the arriero and necessary mules.

The train for the Bolivian section leaves at seven in the morning, and it is wise to carry the following with one:

1. An order from the «Receptoría Nacional de Rentas» for the Argentine Customs to allow one's baggage to be taken over the frontier.

2. An order from the Bolivian consul at Jujuy (at present he is Mr. Gutiérrez Abecia) for the Bolivian «aduanilla» of Mojo, which will make the revision of luggage easy and also one's passage, this revision takes place at Tupiza with the safe-conduct given at Mojo.

The train leaves the station of Jujuy (1,210 metres above the sea-level) and the route through the valley of Rio-Grand is something marvellous. The mountain gauge has a rack railway (Alet) to go up to Volcán (2,500 metres). This volcano, now extinct, marks its place with an inverted cone, of which the sides are formed by two enormous bands, one a vivid red and the other white, the effect of which is curious. A small salt lake full of fish is at the base.

Pumamarea (2,580 metres) offers nothing remarkable; the land is arid, the village is composed of a dozen huts made of corrugated iron; but it is prudent to breakfast here. We pass on to Filiará (2,618 metres), an uninteresting village, and then enter the quebrada of Humahuaca, ugly, arid and quiet, where there is a continual wind and most disagreeable dust.

The town of Humahuaca (2,980 metres) is well situated sheltered by a peak, gay and clean. The hotel, a branch of the Bristol at Jujuy, is well kept and when we left, we said good-bye to all comforts until we arrived at Tupiza.

The food at Humahuaca is all of kid flesh: soup and broth of kid, roast kid and ragoûts of kid; from now on it is impossible to get eow's milk and one canon ly get goat's and sheep milk, the strong taste of which one has to accustom oneself to. In October of 1906 the train went no farther than Humahuaca; the greater part of the line was finished and there were hopes to have it completed by 1907, February.

For this reason we were forced to mount mules or take coaches. The first is the most economical but the latter although the most rapid is very expensive, as the roads «carreteros» are very much longer than those called «herradura» (horseshoe).

The Indian, with his «ojotas» (sandals like those worn by Franciscan monks) or his «abarcas» (elegant hunting boots) made of leather and of two woollen stuffs with

buckles, is the finest trotter in the World, he follows one either walking or trotting and never gets fatigued, and will climb mountains with the same quickness and agility as he descends them. The women carry their babies «guaguas» on their backs, as well as the family baggage and are not backward in trotting.

The «llamas», a kind of vicuña, begin to make their appearance, donkeys and mules circulate, horses and oxen are scarce, sheep and goats abound. The soil is generally arid, excepting in places where the «acequias» water, and one must notice here the great ability of the Indian in benefiting by the smallest drop of water and the slightest difference of level, to water his piece of ground.

The mud huts scarcely rise from the level of the ground; water which is sufficiently frequently found, is slightly mixed with saltpetre, and gives a little dysentery which is more annoying than dangerous.

The great works of embankment and the open trenches help to modify little by little the landscape and country. The route by coach and on mule-back is on the bed of the river by which one arrives at «Negra Muerta», a village of three houses (3,100 metres) of very little resource and is situated at 50 kilometres from Humahuaca.

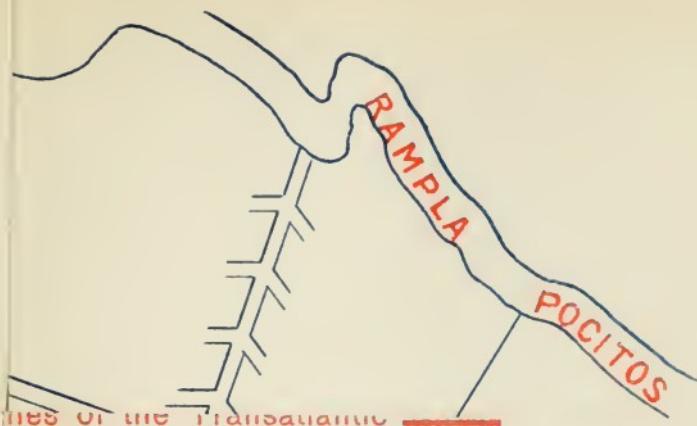
Here the two routes separate. The coaches go by Abrapampa 70 km.) to La Quiaca (70 km.) a total of 140 kilometres.

The mules go by Esquina Blanca and the Gorge of the Condor to Abrá de los Cobres (3,923 metres) a nine hours journey, where one has to sleep as a rule in the open air. From there one goes by Gallego Muerto, Ciénaga Redonda, up to Cangrejo (3,624 metres, 12 hours journey), where there are six houses without any resources, except that of a bed under a roof. In 9 hours one arrives at La Quiaca the last Argentine village.

The horseshoe road does not offer any advantage over the coach route. La Quiaca (3,554 metres) comprises some thirty houses made of mud, occupying an area of 50 hectares, and has a post and telegraph office and Argentine Custom house, where one can obtain hospitality.

A kilometre from La Quiaca one finds the frontier landmark; the aspect of the country does not change for some 8 hours journey when one arrives at El Mojo, a large Bolivian village of 400 inhabitants and an area of 3,517 metres.

This is the first Bolivian posta; there is hospitality; bread, fowls, Cinti wine can be had, (Cinti is a Bolivian province where there is good wine, slightly mixed with alcohol, which unfortunately does not keep owing to defects in the manufacture).



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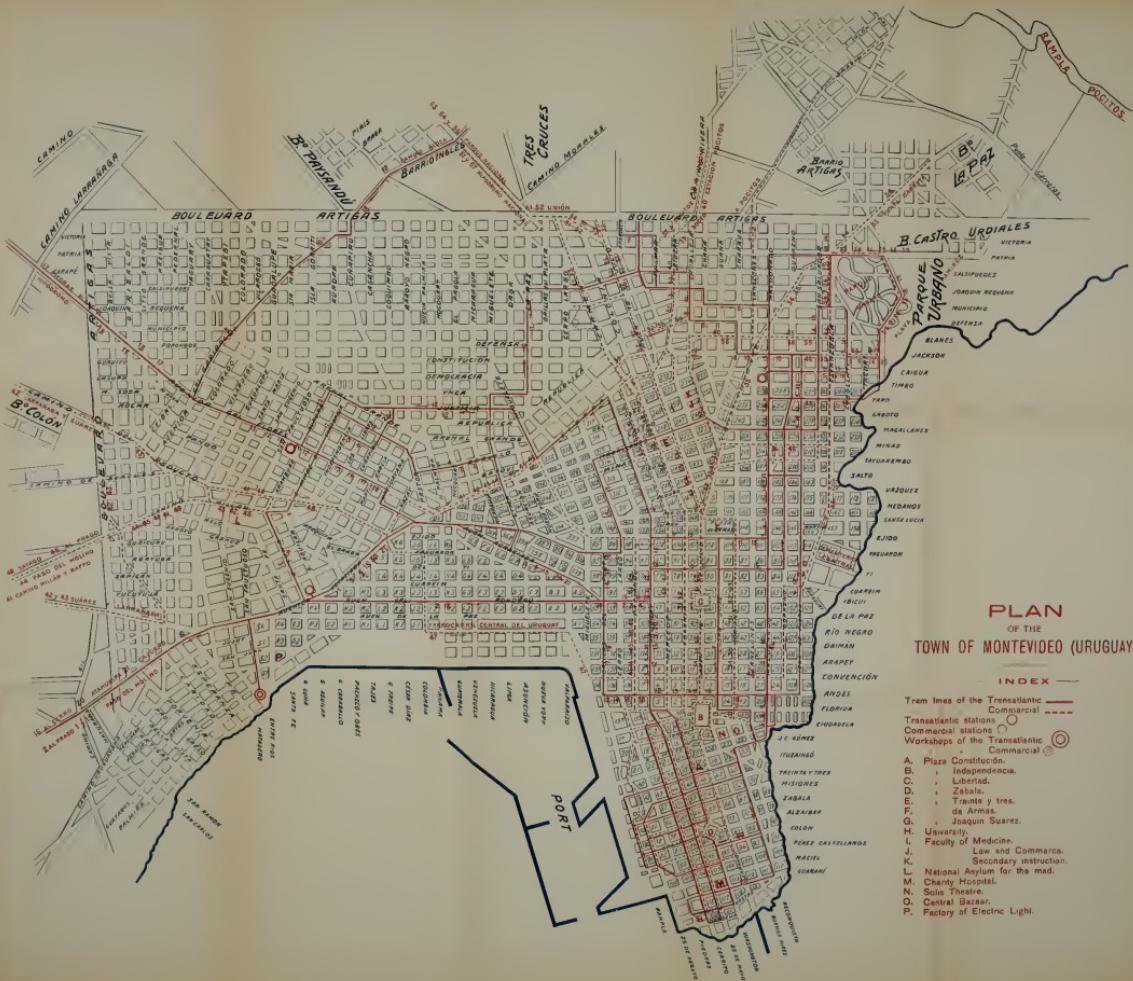
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People who do not like «ají» (peppers) ought to give notice of the fact before each meal, as otherwise everything is prepared with ají, which is the foundation of the Bolivian cooking. It would also be advisable to mention if one likes «comino» (cumin seeds) as this is also very much used.

Through the valley of Urruma where one sees the first roses, and the village of Nazarene, one arrives at the banks of the famous river «San Juan de Oro». The landscape is one of the most beautiful and the village of Suipacha (300 inhabitants) or Santa Rosa is situated on the banks of the river. Here one can find some resources and a bed, if one does not wish to go on to Tupiza which is still five hours farther away.

The route follows the river San Juan, then the river Tupiza. The mountains are rich in colouring the shore narrow and one finds oneself at last in the beautiful Angosto de Tupiza, one of the most magnificent landscapes of South America. Two hours after, we arrive at Tupiza.

Tupiza (3,098 metres) is a town of 1,800 inhabitants, and is without activity. A custom-house, where the prefecture is to be found, and the church are new constructions; there is a telegraph and a branch of the National Bank, also an Hotel, the «Internacional», which represents well the average hotels of Bolivia.

Leaving Tupiza, one arrives in 6 hours at Almona (3,322 metres) then after ascending a terrible incline one descends precipitously arriving at Cotagaita after 10 hours travelling, a small sub-prefecture (2,732 metres) which is very welcome to the weary traveller. The tambo is better than the posta.

Five leagues farther on is Guara (2,903 metres) where the posta offers sufficient means to get a very satisfactory meal. One continues the journey by Tumusla (bad road), Truslera (3,014 metres), Vitielu, a large village where one can sleep. From there one goes on to Villa Caya (3,371 metres) and gets hospitality by asking the corregidor, or goes on to Corapaya (3,171 metres) where the posta is well supplied. From Corrapaya, by Quirvineha one can rest at Pampa Tambo (3,126 metres), where although there are no postas there are two tambos. In 11 hours more, one arrives at Suere after having passed Cabera, Gomechu and Yotala; this latter is a large sub-prefecture where the inhabitants of Suere pass the hot summer months. There are some pretty villas, also in Gomechu the beautiful property of the old President Pacheco, situated near the rivers Yatala, and Cachimayo.

On arriving at Suere ask for the Hotel España.

SECOND PART.

From Sucre to Challapata.

The first part of the route is also rough like that from Tupiza to Sucre; but not the second part after Vilcapujio, where one leaves the high plateaux. The «carretera» which runs twice a month (leaves the 1st and the 15th. from Sucre, during the dry season (July-November) makes the journey in $4\frac{1}{2}$ days. It can carry 5 persons and baggage. The price of the ticket, from Sucre to Challapata is 60 bolivianos and 14 bolivianos per cwt. of baggage (46 kilograms). One can sleep at Moromoro, Ocuri, Oluchi and Vilcapujio and thus arrive the fifth day in the afternoon. These four postas have each four beds ready for travellers, and they give food. It is better to carry, at least bread, wine and dessert.

If one goes on mule-back, the itinerary is the following and the postas have no other resources than a roof: La Punilla (3,100 metres), Pisculco (2,950 metres), Moromoro (3,500 metres), Rodeo (this is not a posta but a tambo), Ocuri (4,072 metres), Macha, Ayouma (3,608 metres), a hospitable tambo, Sivichuco (4,314 metres), Aucacato (3,905 metres), and Challapata (3,707 metres). There are from 20 to 25 kilometres between each of these postas.

In Challapata there are two towns, the old one and the new one; the ground is bare, the wind and dust are continual; the Hotel at Challapata is not particularly good, and there is also the railway-station for the line between Antofagasta to Oruro. The rest of the journey is found in the itinerary n.^o 2 and we also give the itinerary of this railway line.

Second Itinerary.**Buenos Aires to La Paz by Antofagasta.**

If the Cordillera is open, one can make the journey direct to Valparaiso but if not, then the route is through the Magellan Straits. In the first case the journey takes 3 days and costs 12 pounds sterlings 6 shillings. In the second, taking the Pacific Steam ship C°'s boat at Montevideo (they run every 15 days) or the German Kosmos; the price is 30 pounds by the «Pacific» and 25 pounds by the Kosmos.

From Valparaiso one gets to Antofagasta in three or four days, that is if one takes a boat direct, or a Caletero. These leave at least twice a week, and the price of the passage first class is from 5 to 6 pounds. The South-American Company also makes the journeys under very good conditions.

In Antofagasta the Hotels are very dear. It is advisable to present oneself to the agent of the Bolivian Custom house so as to avoid the opening of baggage by the Chilian customs-house.

The railway from Antofagasta to Oruro is divided into three sections, the first has trains every day, also the third, but the second has trains only twice a week. It is well to assure oneself of the connection (see itinerary). One leaves Antofagasta in the morning, to sleep the first night at Calama, the second night at Uyuni and the third at Oruro, passing by Challapata, where the first itinerary joins us. There are mediocre hotels in these places.

From Oruro one can go to La Paz by coach or motor-car, and now there is a railway, which takes one in one day and a night.

We give the route taken by coaches; points to note:

The heights of Ascotan where many travellers feel the Sorocho (a disease caused by the rarefaction of air at great altitudes).

The continuous aridity of the soil is most felt from Ollagüe up to Oruro; full of dust, sand, salt and saltpetre which does not help to beautify the peaks of the mountains and the great lake of Poopoo.

The branch line from Uyuni to Pulacayo close to which are the mines of Huanchaca, some of the largest and most valuable silver mines in the world. The fare from Antofagasta to Oruro is 5-6 pounds this railway is the only one that does not admit any baggage free.

La Paz is a very animated town, situated at the foot of an enormous plateau; there is drinking water, electric light, plenty of Hotels, an abundance of delicious fruit and beautiful flowers, etc., the streets are very steep and are arranged like terraces, but are very tiring to climb up. There is a fair, theatre and many good companies go there. Bull-fights are also given, life on the whole is very pleasant in La Paz. The hotels nowadays are good, some even luxurious.

Third Itinerary.

From Buenos Aires to La Paz over Mollendo.

One leaves Valparaiso as in the 2nd. itinerary, only one goes right up to Mollendo (Peru). After two days of train of ten hours each, one arrives at Arequipa and at Puno a Peruvian port on the lake Tsticaca, at 3,088 metres over the sea level.

A regular service of ships crosses lake Titicaca in 12 hours,

one lands at the Bolivian port Chililaya, where the railway takes one to La Paz in 3 hours. There is also a «carretera» that does the journey in 8 hours.

Fourth Itinerary.

Buenos Aires to La Paz via Arica.

This line is very little used. One leaves Valparaiso, and leaves the boat at Arica where the train waits to carry one to Taena ($\frac{1}{2}$ a days journey) and from there 4 days on mule-back to arrive at La Paz over the Cordillera del Tacora.

These itineraries will undergo a change soon as the following lines are to be inaugurated soon: 1.—Arica to La Paz. 2.—Oruro to La Paz. 3.—Oruro to Potosí. 4.—Potosí to Tupiza; and the railway to Jujuy instead of stopping at La Quiaca will be continued up to Tupiza.

These different lines will get strengthened and thus improve Bolivia.

XXXVI

From Buenos Aires to Rio de Janeiro.

To make this voyage the traveller can take the steamer which covers the distance of 1250 miles, that separates Buenos Aires from Rio de Janeiro, in a few days, but this voyage although it is made under the most comfortable conditions does not present a great interest.

On the other hand if the traveller makes the journey by land using the railway that goes to the Brazilian capital, he will have the pleasure of admiring the wonderful landscapes which continue without interruption all along the three thousand kilometres which separate Montevideo from Rio de Janeiro.

On starting in the evening from Montevideo the traveller arrives at Rivera, a frontier-town and terminus of the Uruguay line, on the evening of the following day. During this journey he can admire the panoramas of the Uruguayan country, the soft and graceful undulation of the soil the rivers with their woody banks and the magnificent Eden valley as well as the beautiful hills which extend from the river Negro as far as the frontier.

This first part of 567 Kilometres takes 27 hours and the first-class ticket costs 16·10 pesos Uruguayan gold money.

Rivera and the neighbouring Brazilian town called Santa

Ana de Livramento possess good hotels, where one can spend the night.

In the morning of next day the traveller takes the first section of the Brazilian railways.

From Santa Ana to Passo Fundo.

This railway—Viaçao do Rio Grande do Sul—comprises three sections: Livramento—Santa María; Santa María—Passo Fundo and Passo Fundo—Alto Uruguay.

In the first the train runs through a country covered with high pastures with immense «saladeros» supplied for the most part with the cattle from the Argentine Republic and Uruguay. The distance of 280 Kilometres is covered in 10 hours and costs 21,800 reis.

From Santa María da Roca do Monte, a beautiful country town, the train enters the mountainous region of Eastern Brazil covered with forests. Except a few «Yerbales» and mining settlements scattered about, Nature exhibits itself in all its rebellious exuberance. The line ascends describing rapid and frequent curves which border the precipices, and the sight is wonderful in itself owing to the imposing mountains covered with an impenetrable forest on which gigantic palms stand up like sentinels, and enormous araucarias looking like immense parasols of over fifteen metres in diameter.

The 13 hours journey necessary to run over the 356 Kilometres (\$ 11·10) takes one to Passo Fundo, a famous spot where a bloody battle was fought during the terrible civil war fomented by Gumersindo Saravia.

From this place the line runs on a plateau covered with a tropical vegetation and after having crossed the Alto Uruguay, enters the state of Santa Catalina where the panorama changes completely. Civilisation then appears. After the virgin forest come the great pine woods and in the semi-desert some immense plantations of tobacco, yerba mate, Indian corn and sugar-cane, alternating with the establishments of breeding fine breeds; and after 11 hours and a half, one arrives at the town of Upper Uruguay, having journeyed 179 kilometres. The price of the ticket for this section is \$ 4·50, gold.

From Upper Uruguay to Rio de Janeiro.

On leaving Upper Uruguay by the São Paolo railway, one runs along the picturesque valley of the Peixe, passes through São João, and descending gradually one arrives at the Rio Iguazú, at the town of União da Victoria, after

having travelled 363 kilometres in 14 hours. Fare, \$ 9, gold.

From União, the São Paolo line skirts the hills, making continual zig-zags through perfectly cultivated fields, and one arrives at Ponta Grossa, at a height of 947 metres. From there, an express train runs to Itaré, through a most picturesque region.

By the same train, but on the Sorocabana Railway, one reaches São Paolo. Total 971 kilometres, in 32 hours.

Another 10 hours' journey to do 489 kilometres through magnificent panoramas, true marvels of nature, and one arrives at the Brazilian capital.

Altogether, this makes five days' journey in relative comfort, and the inconveniences if any, are greatly compensated for by the pleasures one finds along the route.

Rio de Janeiro.

On entering the Bay of Rio de Janeiro the traveller is filled with an admiration which grows as he approaches the town. This impression begins while one is yet far away; even out in the Ocean the traveller becomes enchanted. As the ship advances all the beauties of nature present themselves, and are seen in the light of an eternal spring, which bring back to the traveller's memory the beautiful verses of the Brazilian poet, L. N. Fagundes Varella, in his book *O Evangelho nas selvas*:

*Si una illusão não foi, não foi un sonho
Nem de um grande poema o bello esboço
Essa fecunda região, chamada
—Terra da promissão—descripta outr'ora
Pelo exímio Moysés, oh! certamente
E' n'esses climas, sem iguaes no globo,
Que ella deve existir!*

(If there were an illusion, if there were a vision, of that fertile region,—the beautiful model of a great poem—called the Promised Land and described in olden times by the great Moses; oh! certainly it is in these climes, unequalled in the world, that it must have existed.)

When one arrives at Ilha Rosa, where a great electric lighthouse has been erected (this island is situated at $23^{\circ} 3' 40''$ south latitude and at $0^{\circ} 2'$ longitude east of Río de Janeiro), one can enjoy an immense panorama of a calm sea which reflects the green mountains that surround it. On the left one sees the beach of *Gavea*, with the curious rock of the same name; the point of the beach of *Arpoador*; that of *Copacabana*; the fort of *Praia Vermelha* and the *Pao de Assucar* (The sugar Loaf), which is a fine granite rock, bare of vegetation, and 385 metres high; it marks the entrance channel for pilots and forms the feet of the colossal

Gigante de Piedra (Stone Giant). On the right are to be seen the forts of *Imbuy* and *Santa Cruz*, the latter situated on a rocky point.

On approaching the entrance the traveller can see on his left the enormous range of mountains known as *Gigante de Piedra*. The giant has his head in the highest peaks of the mountains *Gavea* and *Tijuca*, which form a very pronounced aquiline nose, and his body is formed by the contours of the mountain *Corcovado*, and his feet by the *Pao de Assucar*. The figure of the giant was for a long time considered by the first voyagers as a fantastic apparition, and later it was compared with famous persons in different countries. It also served as the subject of a remarkable painting commemorating the entry of John VI in Rio de Janeiro Bay, in 1808, executed by Augusto Fausto de Souza.

In front of the Bay, over the ship's bow, may be seen, at the summit of the angle formed by the lines which pass through the *Pao de Assucar* and *Santa Cruz*, the fort of *Lage*, in the centre of the pass; that of *Villegaignon*; further to the front the island of *Governor*, with its guard of small islets, and as the background of the panorama the peaks of the mountains *Serra dos Orgaos*, where there is a great pointing finger, which is called *Dedo de Deus* (Finger of God).

After passing the *Pao de Assucar* one enters by the entrance channel, which is divided into two by the fort *Lage*; the passage on the right, which is the wider, is the only one deep enough to pass, but it offers certain dangers on account of reefs. The ship makes a halt at the *Poco*, for the health and port-police inspections. From here one can see the greater part of the town. After this inspection is over the passengers may disembark. The best place for doing this is the landing-stage *Pharoux*, which is nearest to the centre of the town. Most of the luggage is sent to the customs house (*Alfandega*); the traveller must be present at the examination of his luggage for the purpose of giving the necessary explanations, but only after several hours.

One cannot at present disembark directly, it is necessary to hire a small boat to take one off to the quay, but shortly ships will be able to lie along side the quay. On landing the traveller will find all kinds of vehicles ready to transport him and his luggage. It is always well to take the number of the carriage or porter one engages. There are also electric tramways in which, by means of changing trams, one can get to any part of the town.

Two-horse carriages are very dear in Rio, and charge from 12 to 15 francs for taking travellers from the port to the hotel. There are single-horse vehicles, called *Tilburies*, which will only take one person, the driver being

seated beside the passenger. The carriages are rather inconvenient for getting in and out, and cannot be used by ladies; the fares are 3 mil reis by the drive, and double this amount by the hour.

Rio was discovered in 1502 by the Portuguese André Gonçalves, accompanied by Americo Vespucio. It was given this name because it is at the mouth of a river (*río*) and was discovered in January (the Portuguese for which is *janeiro*).

The town, which was formed immediately after the discovery, was soon abandoned. It was not until 1559 that some French Calvinists established themselves there and formed a nucleus of population, with which they hoped to establish an austral France. But in 1567 they were for ever driven out of the country by the Portuguese. However, towards 1710 there was a new French expedition which was defeated, and the leader was assassinated; and upon this a powerful squadron, commanded by the celebrated Duguay-Trouin, came to avenge the defeat, and did not retire until an indemnity had been paid. For this purpose the squadron took possession of the island *Das Cobras*, which is now fortified. Different persons convicted of political offences have been imprisoned here in the fortress. Here also are dockyards of the Brazilian Navy, a hospital, barracks and two large basins hollowed out of rock, which bear the names of the Imperial Dock and Santa Cruz Dock.

In 1763 the government of Brazil was transferred to Rio de Janeiro. The residence of the Portuguese royal family greatly contributed to its prosperity and progress.

The republican government has retained it as the capital of the Republic.

The local administration of the town is in the hands of the Prefect of the Federal District, who is also chief of the municipal executive power.

The present Prefect, Mr. Passos, has, like Baron Haussmann, become celebrated for his labours in transforming the town of Rio. He has had about half the town, which was composed of small and old houses in narrow and unhealthy streets, pulled down, and has had fine avenues with palatial edifices of different styles constructed. This reform, and that of the sanitation of the quays, are the causes of the disappearance of yellow fever from Rio.

Public instruction is given in about 200 schools, of which 180 are official. There are also a «normal school», two professional institutes for both sexes, and a commercial institute.

Higher education, which is under the direction of the Federal Government, is given in the Polytechnic, Medical,



Montevideo.—1. The Grand Stand of the Members: Hippodrome of Maroñas.—2. Park Hotel.—3. View of the Playa Pocitos.—4. Hotel Pocitos.—5 and 6. View of the Rambla de Pocitos.



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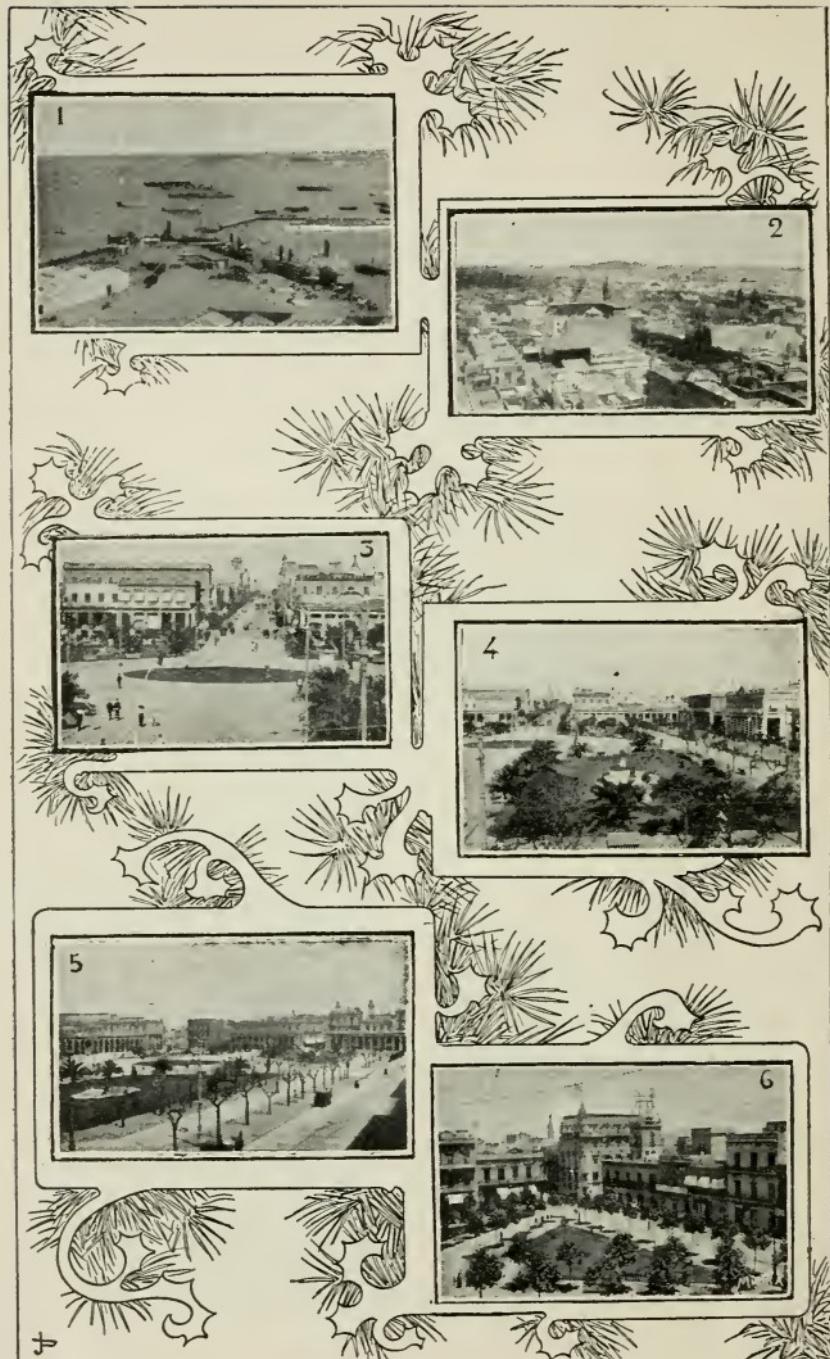
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Montevideo.—1. View of the Port.—2. Panorama of Montevideo.—3. Avenue 18 de Julio.—4. Plaza Independencia.—5. Plaza Independencia.—6. Plaza Constitución.

Military and Naval Schools, the Academy of Fine Arts, The Conservatory of Music, the National Gymnasium, the Army Preparatory and Tactical School, and the Military College.

The district of Rio de Janeiro is very important. The municipal budget for 1905 estimated receipts at about 39 million francs, and expenses at 38 million.

The area of the district is 1,900 square kilometres, and its population 1,000,000 inhabitants. The mountains which it contains are named *Corcovado*, *Gavea*, *Andarahy*, *Tijuca* and *Bangu*; the highest is *Andarahy*, with 1,025 metres.

There are no important rivers; the two most important, chiefly for their length, are the Iraja and the Merity. There are four small lagoons, named *Rodrigo de Freitas*, *Jacaré-pagna*, *Marapendy* and *Camorim*. In the district there are also some fine waterfalls, such as the *Cascatinha* and the *Cascata Grande*, in the mountain Tijuca. This latter is well worth a visit.

The climate of Rio de Janeiro is very healthy, as may be seen on consulting the «Boletín Hebdomadario de Estadística Demographo-sanitario». Yellow fever has diminished considerably, and will disappear when the work of reconstructing the town has been finished.

The average annual temperature of the town is about 22 deg. centigrade.

Let us make a rapid excursion through the town to form an idea of its importance. Leaving the Pharoux landing-stage, one quickly reaches the *Plaça 15 de Novembro*, which consists of gardens which give an agreeable impression to the traveller. In this square is a pyramidal fountain, facing the sea, which bears the arms of the viceroy Luiz de Vasconcellos e Sousa, and which dates from 1789. On the same side is the old «Mercado», of the same epoch. On the left is to be seen the Ministry of Industry, Lines of Communication and Public Works, as well as the Naval Club.

This latter is in Marechal Carlos Bittencourt, where there is another public building, the *Caixa Economica* (savings bank), which is also a *Monte de Socorro* (pawnbroker's). The two are guaranteed by the federal state.

Leaving the square, one sees an old building which formerly served as a residence for the viceroys, and which was constructed in 1743; it now contains the offices of the National Telegraphs. On entering these offices one sees the bust of Barao de Campanema, founder of the Brazilian telegraphs. Still in the same square, but towards the centre of the town a statue of the legendary General Osorio, has been erected, under which have been deposited the hero's remains.

At the end of the Praça 15 de Novembro the traveller finds facing him the rua *Sete de Setembro*; at the corners of this street are situated, on the right the Cathedral, an old imperial chapel, and on the left the Statistical Offices. In the latter building there are also the *Sociedade de Geographia* in the street *Sete de Setembro*, and the *Instituto Historico e Geographico* in the street «da Misericordia».

Turning out of this last street is that of 1.^o de Março, where is to be seen in an isolated building, the Chamber of Deputies, and, beside it, the church of *São José*, built in 1808, which possesses the best organ in the town.

The *Carros Urbanos* Company's trams pass through the rua da Misericordia to go to the church of *S. José*, the School of Medicine, the *Santa Casa de Misericordia*, the beach of *Santa Luzia*, the *Passeio Publico*, etc.

On arriving here the traveller will have difficulty in finding his way, and for this reason we will indicate two routes to follow, in order that he may not waste his time in asking for information about the way.

These two routes leave: the first from the street 1.^o de Março, and the second from the street Ouvidor, at right angles to the former.

First route.—The rua 1.^o de Março, which begins at the Plaza 15 de Novembro and ends at the hill of S. Bento, is cut by the following streets: 7 de Setembro, Ouvidor, Rosario, Hospicio, Alfandega, General Camara, S. Pedro, Theophilo Ottoni and Visconde de Inhauma. In this street there are the following buildings: the church *do Carmo* beside the Cathedral, which was begun in 1755 and finished in 1850 and is one of the finest in the town; the church *da Cruz dos Militares*, which was opened in 1811 by the Portuguese Royal Family, at the corner of the continuation of Ouvidor; near this church the *Supreme Court of Justice*, then the *Caixa de Amortisação*, which is a sort of Sinking Fund Office (for the reduction of the public debt); and the *Post-office*. The ground floor of the Post-offices (*Repartição dos Correios*) contains the Poste Restante, subscribers' boxes, inland and foreign letter-boxes, and the office for sale of postage stamps and postal orders. On the first floor are the registered letters and parcels offices, and on the second floor those for parcels whose value is to be declared and for post office orders. There are several branch post-offices in the town. Directly after the Post-office is the *Rio de Janeiro Chamber of Commerce*; behind this is the *Commercial Stock Exchange*, which looks on to the rua Itaborahy and in front of which is the Customs House (*Alfandega*). The Customs House is very large, and possesses

immense docks and depots. It deserves to be visited on account of its great importance. On the same side as the Exchange, but still in the rua Primeiro de Março, are situated the Bank *do Commercio* and the *Naval Arsenal* where the different branches under this ministry are installed. Finally, at the end of the street is a small hill at the summit of which was established in 1590 a Benedictine convent called S. Benito. The convent possesses a library of 10,000 volumes and gives free courses of classical studies.

On the left of the church do Carmo are the following commercial houses and banks: *Hypotecario del Brasil*, *British Bank of South America*, *Credito Real*, *Rural Agricola*, *Commercial*, *Lavoura de Commercio*, different branches of Brazilian Banks, and one of the two establishments of the *Companhia de Exgotos* (City Improvement of Rio de Janeiro).

Continuing our route, we will pay attention to the streets which turn out from that of 1.^o de Março:

The rua V. de Inhauma is fairly commercial; S. Pedro ends at the *Plaza da Republica*, and has, at the corner of Candelaria, a church which should be seen by all travellers, called *Nossa Senhora da Candelaria*. It is a very pretty old church, and its towers are the highest in the town. At the corner of S. Pedro and dos Ourives is another church, that of S. Pedro. At the end of S. Pedro in the *Plaza da Republica* is the *Municipal Prefecture*, which is remarkable for its size. It was formerly the palace of the Municipal Council, then it became the municipal offices, and at present it is the Prefecture. Beside it is the «*Normal School*», which has one of its fronts on the street *Marechal Floriano*, where the *Foreign Office* is situated.

The street *General Camara* also ends at the *Plaza da Republica*. It contains: the *Banque Commerciale de Rio de Janeiro*, the *Banque Populaire*, the *Western Submarine Cable Company*, the *Brasilianische Bank für Deutschland*, the church of *Bom Jesus, da Immaculada Conceição*, and agencies of the commercial banks of *Santos* and *Minho*.

The ruas *Alfandega* and *Hospicio* turn out of the *Plaza da Republica*. The former contains the banks: *Rural*, *de Depósitos e Descontos*, *Paris e Rio*, *Credito Movel, da Republica*, *London Brazilian Bank*, *Nacional Brasileiro*, *London and River Plate Bank*, *Italia Brasile*, and an agency of the *Banque Commerciale de Porto*. There are also some important commercial houses.

The rua *Hospicio* is a very commercial one. Several banks have their offices there: *Commercial e Constructor*, *Constructor do Brasil*, *Credito Urbano*, *Industrial dos Estados do Sul* and *Credito Brasileiro*. At the corner of rua Sa-

ramento, is the church *do Sacramento*, in the Doric style of architecture.

The rua *do Rosario* finishes at the rua Uruguayana, in front of the church *do Rosario*, at the little square of the same name. It is a commercial street.

The rua *Sete de Setembro* has nothing worthy of remark. It is considerably frequented.

Second route.—The rua *do Ouvidor* is the principal one in the town, and contains the most luxurious shops, cafes, confectioners', etc. Here there are also the offices of many newspapers, such as *O Jornal do Commercio*, the oldest newspaper in Rio, *O Paiz*, *A Gaceta de Noticias*, and the evening papers *Noticia* and *Tribuna*. The church of *Lapa dos Mercadores* is also here; in it is to be seen a curious bas-relief in white marble weighing nearly 3,000 kilos and representing the coronation of the Virgin.

At the corner of Ouvidor and Ourives will pass the projected grand avenue 1,800 metres long which, starting at the bay of Santa Luzia, will end at the Praça Prainha. In the rua Gonçalves Dias, which crosses the street Ouvidor, next to Ourives, is the tramway leading to the Botanical Garden and the environs of the town. In this street are the offices of the newspaper *Jornal do Brasil*, which also publishes a weekly illustrated magazine. The rua Gonçalves Dias is very important commercially; it contains a five-storeyed house, the highest in Rio.

In the Plaza S. Francisco de Paula, at the end of Ouvidor, is a statue of José Bonifacio, by the French sculptor Louis Rochet. At the four corners of the monument the sculptor has represented Justice, History, Poetry and Science.

Opposite the street Ouvidor, in the square, is the Polytechnic School, for civil engineers, mining engineers, agriculturists, mechanics, or manufacturers. There is also in this school a *Polytechnic Institute*, a notable institution which distributes medals to the most meritorious works.

Turning into the rua Luiz de Camoens from the Praça S. Francisco, one sees the Portuguese Reading-Room, which is attractive-looking, and which was founded in 1880.

Still going towards the centre of the town, we find the following buildings: at the corner of Sacramento and the Praça Tiradentes, the theatre S. Pedro de Alcantara, an old theatre reconstructed, which has in former times suffered four fires; in a little square at the end of the street Barboza Alvarenga, and opposite the National School of Fine Arts, is situated the Conservatory of Music; in the same square is to be seen the statue of João Caetano, the most celebrated of Brazilian actors. The school of Fine Arts is a hand-

some building constructed from the plans of the French architect de Montigny and is an establishment which ought to be visited; in the Plaza Tiradentes the equestrian statue of *Pedro I*, a fine monument raised by popular subscription; in the rua Jardin the Presbyterian church, of rustic architecture; a little farther than this street, the theatre *S. José*, and at the corner of the street Luiz Gama a café chantant, the *Maison Moderne*; in the street *V. do Rio Branco* the *Institute for the Protection of Children*; in the street Lavradio the *Police-station*; in the rua Menezes Viers the *Civil and Commercial Courts*; at the corner of the *Plaça Tiradentes* and the street *V. do Rio Branco* the *Home Office*. at the end of the last named street, the *Plaça da Republica*, in which are the *Fire Station* and an old building, recently restored and fitted up in the latest modern style; the *Federal Senate* and the *Mint*, the construction of which was finished in 1866, and which merits a visit, as it possesses a valuable collection of national and foreign coins. The aspect of the buildings is very elegant. The principal part is ornamented with granite columns in the Doric and Ionic styles; the station of the Central Railway, which, constructed in 1858, has since undergone numerous modifications, of which the principal was in 1899. It has a central body, two lateral pavilions and two wings. The lower part is formed by arcades. Over the principal building is a large clock, and on top is a statue of Progress by the Brazilian sculptor Almeida Reis; to the north of the square are the *General Barracks*, near which are situated the *War Office*, the «*Normal School*» and the *Municipal Prefecture*, already mentioned; the *Tribunal do Jury*, in an edifice which was formerly a national museum. The *Plaça da Republica*, covered with trees and bushes, presents a luxuriant vegetation; it is the largest park in the town and one of the finest in the world. Its long and verdant paths, its winding river, crossed by rustic bridges, its pretty groves, its enchanting lakes, its islands, its large waterfall, the whole effect, seen from any and every point of view, presents varied panoramas, each more beautiful and seductive than the last. The park, which is surrounded by iron railings, covers 17 hectares and is lighted by 218 gas lamps. It is here, near the *General Barracks* that on November 15th., 1889, the Republic of the United States of Brazil was proclaimed.

To finish our rapid excursion across the town we must take the traveller to the *Plaça Largo da Carioca*, which is frequented by a good proportion of the population, and whence the trams start for the environs of the town: *Botafogo*, *Larangeiras*, *Gloria*, *Cattete*, *Flamengo*, *Cosme Velho*,

Jardin Botanico; to the north of the square the «Carros Urbanos» trams pass. These were the first to run in the town. The trams bear the name of *bondes*. This comes from the fact that the bonds of the national loan appeared at the moment when the trams were established, in 1868.

In this square is to be seen the famous *Carioca fountain*, the *hospital of the Tertiary Order of St. Francis*; on either side of the entrance to the hospital are statues of Faith and Charity, and at the top of the steps leading up to the hospital from here is a column of white Lisbon marble erected to the memory of Luiz de Figueiredo and his wife, the founders of the order at Rio de Janeiro in 1619. Beside the hospital are the convent and chapel of the order, and the church of San Francisco de Penitencia. The two other sides of the square are occupied by commercial houses.

The *Carioca Railway* starts from the square of the same name, and passes over the celebrated *aqueduc da Carioca*, from which one can admire a magnificent panorama.

The line of trams which starts from the square goes round the hill *Morro de San Antonio* and continues towards the hill of Santa Tereza, one of the finest points of view of *Corcovado*. Following this line one sees the *National Printing-House*, the *Lyric Theatre*, which will hold 2,000 spectators; in front of the latter, the *Lyceum of Arts and Crafts*, where instruction is free.

We will now take the traveller to the old quarters of *Saude*, *Gamboa* and *Sacco de Alferes*, situated between the hills of S. Bento and Pinto (the former of these hills is 55 m. high, and the second 30). These are very thickly populated quarters, but not very agreeable ones. In this region is the *Naval Museum and Library*, rua Conselheiro Saraiva, There are also to be seen here the Fountain (chafariz) of the Municipal Square, the *Portuguese Literary Lyceum*, the *Episcopal Palace*, on the hill of Conceição, at a height of 32 m.; the *British Burial Ground*; the *Hospital of Nossa Senhora da Saude* in rua de Gamboa; and finally, in the Bay of Gamboa, the *Maritime Station* of the same name, one of the most important stations of the Central Brazilian Railway, with docks, warehouses, etc., on the water's edge.

Let us now take the *Carioca Railway*, which starts from *Carioca Square*; we shall pass near the hill of Santo Antonio, then we shall cross the famous *aqueduc de Carioca*; which has a length of 12 kilometres and crosses from the above-mentioned hill to that of Santa Thereza; this aqueduct, commenced in 1744, was finished in 1750. It is formed of numerous arches which follow one another from one hill to the other, and give this remarkable work an elegant aspect. From the aqueduct one can see below the *Police*

Station. The railway next goes round the hill Santa Thereza, where there is a convent of the same name. This part of the journey permits one to see the bay and a large part of the town, and gives the traveller a most agreeable view.

From the Praça de Guimaraes on the hill Santa Thereza, numerous cars of the same company leave for *Mont de Paula Mattos* and the *Praça das Neves*, whence one enjoys a superb panorama. Still on the same hill, and taking the *rua Riachuelo*, one can ascend as far as the *inclined plane*, inaugurated in 1877.

Following the electric tramway, one can go to the stations of *Franca*, *Lagooinha* and *Sylvestre*. The whole journey is charming, and ought to be made by anyone who visits the capital of Brazil.

From *Sylvestre* one can mount to the summit of the mountain by the *Corcovado Railway*, as well as to the top of *Paineiras*, and then descend by the *Cosme Velho*, the commencement of the quarter which touches that of *Laranjeiras*.

Following our route, we descend by the same tram to *Carioca Square*.

Leaving this last place, we follow as far as the Praça de Lapa the line of trams going to the Botanical Garden, passing through the *rua 13 de Maio*, part of the *Avenue Centrale*, the *Passeio*.

The *rua 13 de Maio* is of a good length, on the right are situated modern buildings, and on the left the fine building of the *Municipal Theatre*.

In Central Avenue, in the old Praça Ferreira Vianna, is the *Municipal Council-House*, near the convent of *Ajuda*. The Municipal Buildings were built in 1871; they are in the Gothic style; opposite is the *Anglican Church*, built in 1820. Further on are the *Police Barracks*, situated in an old monks' hospice of the colonial epoch. At the end, and on the mount of Santo Antonio, is the chapel of *Nossa Senhora das Dores*, in Gothic style, finished in 1881 and since maintained by the officers; beside the barracks an elevator effects the transport to the summit of the mount, where a well-stocked pharmacy and a hospital for the brigade, etc., have been installed.

From the old Praça Ferreira Vianna one can take one of the footpaths which lead to the top of the *Mont do Castello*, where the first houses of the town were built, and where the traveller will find:

The «Marco», the foundation-stone of the town; the church of *San Sebastião*, known as the church *do Castello* (here one obtains a view of the bay, the whole town, and the suburbs of *Botafogo* and *Andaraby*); the old *Military Hospital*, now abandoned, installed in 1845 in the old Je-

suit college which was constructed, according to supposition, over subterranean galleries which contained the treasures hidden by the Jesuits upon their expulsion from the country in 1759; the *Astronomical Observatory*, established in the church which served as chapel to the college. Created in 1827, it possesses first-class instruments and regularly publishes curious observations; a *telegraphic signal mast*, for signalling to ships making for the town; this mast is erected on the site of the fortress constructed when the town was founded.

From the mount *do Castello*, one descends to the *Plaça da Misericordia* passing through the street of this name; next one comes to: the church *da Misericordia*, and near it the *Faculty of Medecine*, established in 1808; this faculty, first established under the name of «Anatomical, Surgical and Medical School», has several times been moved, and it was not until about 1847, that it was transferred to the site which it now occupies; opposite it there is in a separate building the important library of the faculty; in the *Plaça de Santa Luzia*, the monumental edifice of the *Santa Casa de Misericordia* for 1,200 sick persons, considered one of the foremost hospitals in the world; this hospital was founded in 1591, but has only occupied its present building since 1840, in which year the edifice was constructed; in the *rua Santa Luzia*; on the left, the offices of the *City Improvements Company*; on the right, the church of *Santa Luzia*; at the end of the same street, the convent *da Ajuda*, of the Franciscans, dating from 1674, where the remains of the first Empress of Brazil repose; and from here one soon gets back to the starting-point.

Thence one takes the trams which go to the Botanical Garden, in order to get to the *Plaça Lapa* by the same way as described in the preceding route; then to the *Passeio Publico*, a very old garden founded in 1783, where there are trees one hundred years old, rare plants, both exotic and indigenous; in this garden has been installed a cafe of Greek architecture, and there is a little lake which surrounds the whole garden. This latter leads to a terrace on the sea where one can get a fine view. In the centre of the *Passeio Publico* is a marble bust of the great Brazilian composer Antonio Gonçalvez Dias. Near this garden is the *Casino Fluminense* (*Club dos Diarios*), remarkable for its large ball-room and the high gallery which surrounds it. Beside the *Casino* there is the *National Library*, founded in 1808. It has been in its present quarters since 1858. In the vestibule are statues of Pedro I and Pedro II, and opposite the staircase is the bust of its founder, João VI, and at the end of the reading-room a bust of the erudite

librarian de Montserrat. The National Library, which is very rich in old and rare books, has more than 200,000 volumes and a rich collection of postage-stamps.

Near the Jardin do Passeio Publico the Exhibition Palace of Brazil at Saint Louis, where the conferences of the Third Pan-American Congress took place in 1906, has just been opened. It is a handsome building, which faces the Central Avenue and which has been called the Monroe Palace in memory of the visit which Mr. Root made to it during the Third Pan-American Congress.

From the Praça Lapa, with the tramways of the Botanical Garden, one can visit the suburbs, such as *Gloria*, *Cattete*, where the *Residence of the President of the Republic* is situated, *Botafogo*, remarkable for its bay, its *Military School*, and which possesses an *Aliens' Hospital* and the *Benjamin Constant Institute for the Blind*, the *Botanical Garden*, from the entrance of which starts a superb avenue of palm-trees, the finest in the world. The Botanical Garden impresses the traveller very favourably, and amply justifies what the English professor Branner has written in his book «The Palm of Brazil»: «Only when one has seen it can one form an idea of the marvellous scene» which is presented by its thick avenues, its waterfalls, its enormous bamboos, its rich and curious ponds, which have given a well-merited reputation for value and beauty to the garden of the capital of Brazil; *Gavea*, celebrated for its Stone which represents perfectly a Man's head, with the eyes, nose, mouth and beard; on the forehead is a very old inscription which nobody has as yet been able to decipher; *Copacabana*, separated from Botafogo by high mountains; *Villa Ipanema*, *Laranjeiras*, where there are an *Institute for Deaf-mutes* and a *Pasteur Institute*; *Cosme Velho*; *Corcovado*; a description would give only a feeble idea of the beauty of the scenery at this point; *Catumbi*, *Rio Comprido*, *Engenho Velho*, *Andaraby Pequeno*, a picturesque district; *Tijuja*, with its renowned waterfall *Cascatinha* its *Cascata Grande*, whence one views the *Gavea Stone*, but from an entirely different point; *Villa Guarany*, *S. Christovao*, where is the *National Museum*, a building of vast proportions and fine appearance, surrounded by a large park known as the *Quinta da Boa Vista*, which presents some little lakes, waterfalls, and streams artistically arranged; at the end of the quinta is the *Derby Club*, with a lawn for races; *Ponta no Caju*, where we find the *Military Arsenal*; *Andaraby Grande*, with the *Military College* at the foot of the *Babylonian Stone*, *Aldeia Campista*, a relatively new district, *Villa Izabel*, a district which has developed very rapidly. A walk through these different

districts is worth taking on account of the picturesqueness and beauty of the scenery.

The suburbs may be visited by means of the suburban trains. The principal districts are: *Mangueira, S. Francisco Xavier, Rocha, Riachuelo, Engenho Novo, Meyer, Todos os Santos, Engenho de Dentro, Encantado, Piedade, Dr. Frontin, Cascadura, Campinho, Jacarepagua*, etc.

Rio de Janeiro offers its visitors several excursions as interesting as a visit to the suburbs on account of the charming country one comes across.

Among these excursions must be mentioned those which can be made to the following places:

Petropolis, which was founded in 1845 by a German Colony on Crown Lands; the town, which has 15,000 inhabitants, is situated on the mountain *Estrella*; its name was given to it in honour of the memory of the emperor Pedro II. It is a summer resort, and its agreeable climate has made it the residence of accredited diplomats in the Republic of Brazil.

The town, which, by its picturesqueness may be compared with the prettiest in Switzerland, has beautiful avenues, elegant villas of modern style, and in its environs charming country houses and several waterfalls, such as *Itamarca, Cascatinha* and *Saudades*.

The noteworthy buildings are the old palaces of the emperor and empress, the *Town hall*, the *Forum*, the *Palace of the President of the Republic*, etc.

The town is lighted by electric light. There are two means of getting to the town: the *Leopoldina Railway*, by the northern line, and by boat; the latter is the most popular method, because the voyage is most poetical.

The boats leave *Prainha*, at the end of Central Avenue; and pass between the islands of the bay of *Enxadas, Governador* and *Paqueta*, etc.; and, after an hour's journey, arrives at *Maua*; from this point one can go by railway to *Juncção*, to *Raiz da Serra*, to *Inhomirim*, where there is a branch of the northern line which goes to *Petropolis*. From *Juncção* to *Raiz da Serra* the line lies very low, but after leaving *Raiz da Serra* the system employed is that of the rack mountain railway, and when one gets to *Alto da Serra*, the highest point on the line, one is at an altitude of 842 metres. From *Alto da Serra* to *Petropolis* the ordinary system is employed.

From *Prainha* to *Petropolis* by railway is 45 kilometres, and takes $2\frac{1}{2}$ hours.

One can also go from Rio de Janeiro to *Petropolis* on horseback, but the journey is tiring.

Therezopolis possesses a very healthy and agreeable climate. Near here is the mount known as the *Dedo de Deus*.

The plain, watered in its eastern part by the celebrated watercourse *Paquequer*, is very fertile; European flowers and vegetables are cultivated there; this agriculture is very important and flowers are exported on a large scale.

The town has 6,000 inhabitants; its name is a homage to the Empress Thereza. The journey is made in boats which leave *Prainha* and take travellers as far as *Porto da Piedade*, whence one can enjoy a fine view.

Thence, one sets out for *Barriera do Soberbo* by the *Therezopolis* line, which was opened in December 2nd., 1904. The next part of the journey is done on horseback as far as *Alto de Therezopolis*, at a height of 1,050 metres; from this spot one sees the whole town of Rio de Janeiro; and then one arrives in the plain where *Therezopolis* is situated.

The journey from Rio lasts 5 hours, and the distance is 72 kilometres.

Nova Friburgo dates from 1820; it has developed thanks to the establishments of the railway, and today has a population of 18,827 inhabitants.

The town is watered by the *Rio das Bengalas*; it has fine public and private buildings; its water is famous for its purity, and this reputation is not exaggerated, as may be seen at the spring *dos Suspiros*. From each point of the town the traveller may obtain varied and enchanting views.

Situated at a height of 876 metres on a mountain chain, the town is, for its temperate climate, a favorite summer resort. The annual average temperature is 17·2°, centigrade.

The distance to Rio is 113 kilometres, which are divided as follows: From *Prainha* to *Niteroi*, 5 k.; from *Niteroi* to *Friburgo*, 108 k. The entire journey occupies 4 hours. One starts by boat from *Prainha* to go to *Niteroi*; this first part of the journey is interesting, one can admire a beautiful panorama and can see the *Mocangué Islands*, situated to the north of the *Armação Point*, where in 1581 a whale-fishing establishment was founded.

The crossing from *Niteroi* to *Nova Friburgo* offers no particular interest, excepting, as is the case with all excursions around Rio, that beautiful views are to be obtained.

São Paulo.—There are two ways of going from Rio to S. Paulo, one by land and the other by sea; by the latter one goes to *Santos*, which is famous for its well-known coffees.

From *Santos* to S. Paulo by railway is 79 kilometres; along the line one crosses viaducts among the slopes of the *Serra do Cubatão*. It is a truly fairy-like journey, and one which should not be missed.

One leaves the *Central Station* at Rio by the morning train, which arrives at S. Paulo at 9.20 p. m.; luncheon is taken at *Barra do Pirahy*, and dinner at *Taubaté*. The advantage of this day journey over the night one is that it permits the traveller to enjoy the incomparable beauties of the ascent of the mountain *do Mar*, and the important works effected along the line, but the journey is tiring.

By the night train one leaves the same station at 9 p. m., and arrives at S. Paulo after a journey of about 13 $\frac{1}{2}$ hours.

The town of São Paulo has a population of 280,000 inhabitants. It is the most modern town in Brazil and has pretty surroundings, very lively streets, and an important commerce. The electric tramway system of the town belongs to the «Light & Power C.^o», whose works are worth visiting.

São Paulo is one of the most beautiful towns in the whole of Brazil; its climate is one of the mildest in the world, and its soil is very fertile. Coffee, cotton, sugar-canies and cereals are cultivated there, but the chief article of cultivation is coffee. São Paulo furnishes more than half the coffee consumed in the world. There are also important gold, diamond, silver, iron and platinum mines, etc.

We will finish the excursions round Rio with a word about *Bello Horizonte*, or town of Mines. It is to here that the capital of the state of Minas-Geraes, one of the most beautiful in Brazil, has been transferred. The only means of communication which it possesses is the Central Brazilian Railway. Its distance from Rio de Janeiro is 603 kilometres.

XXXVII

Montevideo.

The town of Montevideo, most beautifully situated topographically on the left bank of the Río de la Plata, is now one of the most important centres of South America.

It is a most progressive town, both intellectually and materially, and can bear comparison with the largest towns in the world.

Municipal progress and private enterprise have made it one of the most beautiful towns in America by constructing imposing edifices, by ornamenting the open places with gardens, by establishing watering-places on the coast, and immense parks. The tramway system which runs to every part of the town offers a cheap and rapid means of transport.

The town was founded in 1724, and has today 350,000 inhabitants.

It is above all a summer town, and it may be said that it is the chief in South America.

The principal street are:

Calle Sarandi, which is the most frequented, especially in the part between Plazas Independencia and Constitución. From 5 to 7 p. m. it is the rendez-vous for smart society.

The *Avenida 18 de Julio*, which is the principal artery, and which crosses the town from west to east, is continued by the *Avenida 8 de Octubre*, and is more than four kilometres long. In this street has been built the University, which is one of the finest buildings in Montevideo.

The *Avenida de Brasil*, one of the finest in the new town, is full of splendid villas and leads to the *Rambla de los Pocitos*. It is much frequented.

The *Boulevard General Artigas*, recently opened, is adorned in the centre with fine gardens. It starts at the *Ramirez* beach, and is always full of motor cars and carriages. Villas are now being constructed along it.

There are many important streets, either for their traffic, such as *calle 25 de Mayo* and *Uruguay*, or for the monuments or buildings in them, as the *Avenidas Rondeau* and *8 de Octubre*.

There are twelve squares in Montevideo, among them being *Zabala*, *Constitución*, *Independencia*, *Libertad* and *Treinta y Tres*. The largest is the *Plaza Independencia*; it is adorned with beautiful gardens and is very frequented at any hour of the day.

As buildings, we can mention the Government Palace, the *Cabildo*, Town Hall, Commercial Exchange, the New University, the Faculty of Law, of Medicine, the War Office, the *Maciel*, Military, Italian, Spanish and Children's Hospitals, the Maternity, Administration of the Lottery, the School of Arts and Handicraft, the *Uruguay Club*, the Asylum for Foundlings and Orphans the two Prisons, the Central Railway Station, the Ministry of Public Works, the Post Office, Cathedral, the Churches of *San Francisco*, *Concepción*, *Cordon*, *Capuchines*, Seminary, the Protestant and German Temples, the Bank of the Republic, the Naval School, the Savings Bank, Custom House, the *Solis* and *Urquiza* Theatres, etc.

Seaside.—*Pocitos*.—This is the most aristocratic beach in Montevideo. It is connected with the town by the beautiful *Brasil Avenue*, bordered with luxurious chalets. It has a large *Rambla* with the *Grand Hotel*. Fine nightly concerts and fêtes are given on the terrace, etc.

During the summer evenings the large *Rambla*, the beach and the terrace of the bathing establishment, as

well as the neighbouring streets, present a splendid sight; there is a constant going and coming of luxurious carriages and motor-cars and an elegant crowd. This bathing station has the stamp of luxury and good taste. Carnival is the most beautiful and most animated feast in South America.

Tram-cars numbers 6, 9, 15 and 22 of the Transatlantic Company take one to this bathing place and of the La Comercial n.^o 31 and 37.

Fashionable days are: Sunday, Tuesday and Thursday evenings, also Sunday afternoon and feast days.

The tariff for baths is men and women \$ 0'10, for children \$ 0'06.

Ramirez.—This is a beautiful and large bathing place and the most democratic in Montevideo; it adjoins the Urbano Park. The grand terrace is very frequented in summer during the day and up to midnight. The Urbano Park, an annex of this bathing place, is the favourite promenade in summer. In front of the terrace of the bathing place is the Parque Hotel, recently constructed, where sumptuous feasts are given, concerts and also social functions.

Urbano Park with its magnificent trees, artistic gardens, large lake, and innumerable attractions of all kinds, receives the immense crowd who frequent this beautiful bathing place.

The fashionable days are: Sunday and Wednesday evenings, and Sunday and Thursday afternoons. Baths for men and women (cabins) \$ 0'06.

Baths for men and women (bathing machines) \$ 0'10.

Baths for children (bathing machines) \$ 0'06.

Tram-cars numbers 5, 6, 7, 14, 15, 18, 19, 33, 36, 46, 55, 58, take one to this bathing-place. Tariff: \$ 0'04.

Capurro.—This bathing place is situated to the west of the town, on the bay, near Villa del Cerro. There is in construction a beautiful park. The panorama is splendid; one can see the port, the whole town of Montevideo which extends to the «Gran Cuchilla».

In winter, the park is converted into a large skating rink where the best society of Montevideo takes part in the competitions.

Tram-car n.^o 21 takes one to this place, but during the season and fashionable days, the service is considerably increased. Fares are: \$ 0'08.

Fashionable days are: Monday and Friday evenings; on Sunday afternoon there is always a concert.

Baths for ladies (cabins), \$ 0·06; bathing machine, \$ 0·10; for men, \$ 0·10.

Public amusements.—Montevideo being a most cultured town, there are numerous centres where art manifests itself in all its forms. At the theatres of this town the greatest artists in the world perform; for this reason if the Montevideo public pay well for their amusements, they exact something in return. The principal theatre is the Solis, then comes Urquiza, the 18 de Julio, Politeama, Casino Stella d'Italia, Colon, Marconi, Royal and an infinite number of cinematographs and shows distributed in the different parts of the town up to the most remote ones.

The principal sport of Montevideo is horse-racing. The principal families go on Sundays to the *Hippodrome de Maroñas*, where one can admire the luxury of the spectators and where the latest fashion is to be seen.

Another sport that is taking great hold on the country is *foot-ball* to which many young people devote themselves. Grand matches are played in the Central Park in the presence of sometimes more than 10,000 people.

Clubs and societies.—In Montevideo there does not exist a religion, a nationality, a corporation, or a profession which cannot show its club and centre. The principal ones are: Club Uruguay, Atheneum of Montevideo, Catholic Club, Christian Association for young people, Club of Arms, Centre of Fine Arts, the Spanish, Italian, German, English Military and Naval Clubs, Press Club, the Society of Dramatic Authors, and numerous societies of mutual help, professional, scientific, literary, sociological, philanthropic, etc.

Means of communication.—Taxis for hire.—There is no municipal, tariff for taxis; for this reason the price is by arrangement. Nevertheless during the summer in 1912-1913 the following tariff was put into practice by an arrangement made between the committee of entertainments and the proprietors of taxis. The uniform price for one hour for all carriages was \$ 4. The first hour was paid wholly and the successive hours were divided into quarter hours. This tariff was valid for 1 to 5 persons. For a larger number of passengers the price would be arranged. It was adopted in the whole department of Montevideo. Taxis which had adopted the tariff had to have a small white slab with the initials C. F. V. on it.

Hackney cabs.—The established tariff is the following: First hour \$ 1 and \$ 1·50 outside the radius, and for each half-hour \$ 0·40 or \$ 0·50. Within the radius with one or two persons \$ 0·50 and for 3 or 4 persons \$ 0·80.

The first radius comprises the following streets: Comercio, Villa de la Unión, up to Calle Pan de Azúcar, Joanicó, Industria, Avenida General Flores, Cerrito de la Victoria, Reducto, Larrañaga, Millán, Castro and Aurora roads. When the coach is left in the second radius, the passenger must pay an indemnity of \$ 0·50 more on the tariff.

Tramways.

The Transatlantic.

1. **From Camino Castro to Pérez Castellanos.**—Two red lights.—By Agraciada, Rondeau, Uruguay, Florida, Rincón, Zabala, 25 de Agosto,

Yacaré to Aduana; return by: Pérez Castellanos, 25 de Mayo, Uruguay, Rondeau, Agraciada to Camino Castro.

From Zabala and Piedras to Camino Castro and viceversa..... 8 cents.

 " " " " Argentine Legation and viceversa... 6 "

 " " " " 2^a Rivera and viceversa..... 4 "

From Calle Miguelete to Camino Castro and viceversa..... 6 "

 " " " Calle Maturana and viceversa..... 4 "

From Agraciada station to Camino Castro and viceversa..... 4 "

Camino Castro. 1st. tram: 4'30 a. m.—Last tram: 1'10 a. m.

Custom House. 1st. tram: 4'30 a. m.—Last tram: 1'40 a. m.

2. From Prado to Pérez Castellanos.—Two green lights. By Lucas Orbes, 19 de Abril, Agraciada (up to Córdoba), Rondeau, Uruguay, Florida, Rincón, Zabala, 25 de Agosto, Yacaré to Aduana; return by: Pérez Castellanos, 25 de Mayo, Uruguay, Rondeau (up to Córdoba), Agraciada, 19 de Abril, Lucas Orbes to Prado.

From Zabala and Piedras to Prado & viceversa..... 6 cents.

 " " " 2^a Rivera & viceversa..... 4 "

Agraciada Station to Prado & viceversa..... 4 "

Prado. 1st. tram: 6'30 a. m.—Last tram: 11'20 p. m.

Custom House. 1st. tram: 6'25 a. m.—Last tram: 10'55 p. m.

3. From Villa Muñoz to Dársena.—Two yellow lights. By Blandengues, Millán, Córdoba, Agraciada, Rondeau, Uruguay, Ciudadela, Cerrito to Dársena; return by: 25 de Mayo, Uruguay, Rondeau, Agraciada, Lima, Bequelo, Angel Floro Costa, Porongos, Cuñapiru, Guaviyu, Blandengues, Villa Muñoz.

From Dársena to Millán and Córdoba..... 4 cents.

 " Bequelo and Angel F. Costa to Dársena..... 4 "

 " Lima and Agraciada to Córdoba and Agraciada..... 4 "

Dársena. 1st. tram: 6 a. m.—Last tram: 12'15 a. m.

Villa Muñoz. 1st. tram: 6'25 a. m.—Last tram: 12'40 a. m.

4. From Villa Muñoz to Dársena.—One white light and one green one.—By Blandengues, Porongos, Angel F. Costa, Bequelo, Lima, Agraciada, Rondeau, Uruguay, Ciudadela, Cerrito to Dársena; return by: 25 de Mayo, Uruguay, Rondeau, Agraciada, Córdoba, Millán, Blandengues, Villa Muñoz.

From Millán and Córdoba to Dársena..... 4 cents.

From Dársena to Angel F. Costa and Bequelo..... 4 "

Córdoba and Agraciada to Lima and Agraciada..... 4 "

Villa Muñoz. 1st. tram: 5'36 a. m.—Last tram: 8'6 p. m.

Dársena: 1st. tram: 6 a. m.—Last tram: 8'30 p. m.

5. From Playa Ramírez to Rambla.—Two blue lights.—By Juan D. Jackson, Cebollati, Caiguá, Maldonado, Bartolomé Mitre, Treinta y Tres, 25 de Agosto, Colón to Rambla; return by: Rambla, Solis, 25 de Mayo, Uruguay, Yi, Durazno, Caiguá, Cebollati, Municipio, Estanzuela, Parque Urbano, Playa Ramírez.

From Parque Urbano to Aduana and viceversa..... 4 cents.

Aduana. 1st. tram: 5 a. m.—Last tram: 12'50 a. m.

Playa Ramírez. 1st. tram: 5'28 a. m.—Last tram: 12'30 a. m.

6. From Playa Pocitos to Pérez Castellanos.—One yellow and one blue light.—By Avenida España, Patria, Maldonado, Juan D. Jackson, Durazno, Yi, Uruguay, Ciudadela, Cerrito, to Pérez Castellanos; return by: 25 de Mayo Uruguay, Ejido, Maldonado, Patria, Avenida España to Pocitos.

From Pérez Castellanos to Pocitos and viceversa..... 6 cents.

 " " " Libertad and viceversa..... 4 "

 " Maldonado and Ejido to Pocitos and viceversa..... 4 "

Pocitos. 1st. tram: 5 a. m.—Last tram: 1 a. m.

Pérez Castellanos. 1st. tram: 5 a. m.—Last tram: 12'30 a. m.

7. From Playa Ramírez to Rambla.—Two green lights.—By Caiguá, Tacuarí, Yaro, Maldonado, Ejido, San José, Florida, Canelones, Camacuá,

Treinta y Tres, 25 de Agosto, Colón, Aduana, return by: Rambla, Ituzain-gó, Reconquista, Juan C. Gómez, Camacuá, Canelones, Florida, San José, Ejido, Maldonado, Jackson, San Salvador, Municipio, Estanzuela, Parque Urbano, Playa Ramírez.

From Playa Ramírez to Aduana and viceversa..... 4 cents.

Aduana. 1st. tram: 5·20 a. m.—Last tram: 12·50 a. m.

Playa Ramírez. 1st. tram: 5·50 a. m.—Last tram: 12·25 a. m.

8. From Victoria and Colonia to Rambla.—Two red lights.—By Victoria, Carapé, Salsipuedes, Lavalleja, Defensa, Charrúa, Juan Jackson, Maldonado, Bartolomé Mitre, Camacuá, Treinta y Tres, 25 de Agosto, Colón, Aduana; return by: Rambla, Misiones, Reconquista, Juan C. Gómez, Maldonado, Municipio, Chaná, Joaquín Requena, Palmar, Victoria, up to Colonia.

From Victoria and Colonia to Aduana and viceversa..... 4 cents.

Victoria and Colonia. 1st. tram: 4·20 a. m.—Last tram: 12·15 a. m.

Aduana. 1st. tram: 4·30 a. m.—Last tram: 12·45 a. m.

9. From Playa Ramírez to Pérez Castellanos.—Two white lights.—By Juan D. Jackson, Cebollati, Caiguá, Durazno, Yi, Uruguay, Ciudadela, Cerrito, to Pérez Castellanos; return by: 25 de Mayo, Misiones, Reconquista, Juan C. Gómez, Maldonado, Juan D. Jackson, San Salvador, Municipio, Estanzuela, Parque Urbano, Playa Ramírez.

From Playa Ramírez to Pérez Castellanos and viceversa..... 4 cents.

Playa Ramírez. 1st. tram: 6·4 a. m.—Last tram: 12·35 a. m.

Pérez Castellanos. 1st. tram: 9·29 a. m.—Last tram: 12·55 a. m.

10. From Salsipuedes and 18 de Julio to Dársena.—One red and one yellow light.—By Salsipuedes, Lavalleja, Defensa, Charrúa, Juan D. Jackson, Durazno, Yi, Uruguay, Ciudadela, Cerrito, to Dársena; return by: 25 de Mayo, Uruguay, Rondeau, Agraciada, Lima, Inca, La Paz, Salsipuedes, to 18 de Julio.

From Salsipuedes and La Paz to Dársena..... 4 cents.

◦ Dársena to Lavalleja and Defensa..... 4 "

◦ Lima and Agraciada to 18 de Julio and Yi..... 4 "

Dársena. 1st. tram: 5·10 a. m.—Last tram: 12·25 a. m.

Salsipuedes and 18 de Julio. 1st. tram: 5·33 a. m.—Last tram: 12·44 a. m.

11. From Salsipuedes and 18 de Julio to Darsena.—One green and one yellow light. By Salsipuedes, La Paz, Inca, Agraciada, Rondeau, Uruguay, Ciudadela, Cerrito to Dársena; return by: 25 de Mayo, Misiones, Reconquista, Juan C. Gómez, Maldonado, Municipio, Chaná, Joaquín Requena, Carapé, Salsipuedes, to 18 de Julio.

From Joaquín Requena and Chaná to Dársena..... 4 cents.

◦ Dársena to La Paz and Salsipuedes..... 4 "

◦ Ejido and Maldonado to Lima and Agraciada..... 4 "

Salsipuedes and 18 de Julio. 1st. tram: 5·3 a. m.—Last tram: 12·10 a. m.

Dársena. 1st. tram: 5·27 a. m.—Last tram: 12·35 a. m.

12. From Villa Muñoz to Rambla.—One white and one blue light. By General Flores, Blandengues, Porongos, Cuñapirú, Justicia, Miguelete, Sierra, Uruguay, Andes, San José, Florida, Camacuá, Treinta y Tres, 25 de Agosto, Colón, to Aduana; return by: Rambla, Ituzain-gó, Reconquista, Juan C. Gómez, Camacuá, Canelones, Florida, San José, Andes, Uruguay, Sierra, Miguelete, Justicia, Arenal Grande, D. Aramburu, to Villa Muñoz.

From Villa Muñoz to Aduana and viceversa..... 4 cents.

Villa Muñoz. 1st. tram: 4 a. m.—Last tram: 1 a. m.

Aduana. 1st. tram: 4·30 a. m.—Last tram: 1·30 a. m.

13. From National Hippodrome to Rambla.—One green and one red light. By Nuevo Circo, General Flores, I. de María, Marcelino Sosa, Agraciada, Yaguarón, O. del Plata, Andes, San José, Florida, Canelones, Ca-

macuá, Treinta y Tres, 25 de Agosto, Colón, Aduana; return by: Rambla, Misiones, Reconquista, Juan C. Gómez, Camacuá, Canelones, Florida, San José, Andes, O. del Plata, Yaguarón, Agraciada, Marcelino Sosa, I. de María, General Flores, Nuevo Circo, Hippodrome National.

From Aduana to Hippodrome and viceversa.....	10 cents.
" " " " Industria and viceversa.....	8 "
" " " " Larrañaga and viceversa.....	6 "
" " " " Goes station and viceversa.....	4 "
" Calle Marcelino Sosa to Hippodrome and viceversa.....	8 "
" " " " Industria and viceversa.....	6 "
" " " " Larrañaga and viceversa.....	4 "
" " " " Goes station to Hippodrome and viceversa.....	6 "
" " " " Larrañaga to Hippodrome and viceversa.....	4 "

Aduana. 1st. tram: 6 a. m.—Last tram: 10·36 p. m.

Hippodrome, 1st. tram: 6 a. m.—Last tram: 8·30 p. m.

Larrañaga. 1st. tram.—Last tram: 10·5 p. m.

14. From Goes station to Pocitos.—One green and one white light. By General Flores, I. de María, Marcelino Sosa, Agraciada, Yaguarón, O. del Plata, Andes, Maldonado, Juan D. Jackson, San Salvador, Municipio, Estanzuela, Avenida España, to Pocitos; return by: Avenida España, Samayuá, Jackson, Cebollati, Caiguá, Maldonado, Andes, P. del Plata, Yaguarón, Agraciada, Marcelino Sosa, I. de María, General Flores to Goes station.

From Goes station to Pocitos and viceversa.....	6 cents.
" " " " Libertad and viceversa.....	4 "
" " " " Maldonado and Ejido to Pocitos and viceversa.....	4 "

From Goes station. 1st. tram: 4·30 a. m.—Last tram: 12·30 a. m.

Playa Ramírez. 1st. tram: 5·6 a. m.—Last tram: 12·30 a. m.

Andes (by Goes). 1st. tram.—Last tram: 12·50 a. m.

15. From Camino Castro to Playa Pocitos.—One red and one white light. By Agraciada, Rondeau, Uruguay, Yi, Durazno, Caiguá, Cebollati, Municipio, Estanzuela, Avenida España; return by: Avenida España, Patria, Maldonado, Ejido, Uruguay, Rondeau, Agraciada, to Camino Castro.

From Paso Molino to Pocitos and viceversa.....	10 cents.
" " " " Libertad and Playa Ramírez and viceversa	8 "
" " " " Miguelete and viceversa.....	6 "
" " " " Agraciada station and viceversa.....	4 "
" Argentine Legation to Playa Ramírez and viceversa.....	6 "
" 2. ^a Rivera to Pocitos and viceversa.....	8 "
" " " " Libertad and viceversa.....	6 "
" " " " Playa Ramírez and viceversa.....	4 "
" Maturana and Miguelete and viceversa.....	4 "
" Ejido and Durazno to Pocitos and viceversa.....	4 "

Paso Molino. 1st. tram: 5·30 a. m.—Last tram: 11·50 p. m.

Pocitos. 1st. tram: 5·30 a. m.—Last tram: 1 a. m.

Playa Ramírez. 1st. tram: 5·30 a. m.—Last tram: 12·26 a. m.

16. From Villa del Cerro to Dársena.—One red and one green light.—Grecia, Camino del Cerro, Agraciada (up to Córdoba), Rondeau, Uruguay, Ciudadela, Cerrito and Dársena; return by: 25 de Mayo, Uruguay, Rondeau, (up to Córdoba), Agraciada, Camino del Cerro, Grecia (up to Villa del Cerro).

From Dársena to Villa del Cerro & viceversa.....	14 cents.
" " " " P. del Pantanoso & viceversa.....	12 "
" " " " C. Agraciada and Camino del Cerro & viceversa	8 "
" " " " Maturana & viceversa.....	6 "
" " " " 2. ^a Rivera & viceversa.....	4 "
" Miguelete to Villa del Cerro & viceversa.....	12 "
" " " " P. del Pantanoso & viceversa.....	10 "
" " " " C. Agraciada and C. al Cerro & viceversa.....	6 "
" " " " Maturana and viceversa.....	4 "

From Agraciada station to Villa del Cerro and viceversa.....	10 cents.
" " " " P. del Pantanoso and viceversa.....	8 "
" " " " C. Agraciada and C. al Cerro & v. v.	4 "
" Camino Castro to Villa del Cerro and viceversa.....	6 "
" " " " P. del Pantanoso and viceversa.....	4 "
" P. del Pantanoso to Villa del Cerro and viceversa.....	4 "
Villa del Cerro. 1st. tram: 5 a. m.—Last tram: 1 a. m.	
Dársena. 1st. tram: 5 a. m.—Last tram: 12·10 a. m.	

17. **From Piedras Blaneas to Rambla.**—Two yellow lights.—By Camino Cuchilla Grande, General Flores, I. de María, Marcelino Sosa, Agraciada, Yaguarón, O. del Plata, Andes, San José, Florida, Canelones, Camacuá, Treinta y Tres, 25 de Agosto, Colón, Aduana; return by: Rambla, Misiones, Reconquista, Juan C. Gómez, Camacuá, Canelones, Florida, San José, Andes, O. del Plata, Yaguarón, Agraciada, Marcelino Sosa, I. de María, General Flores, Camino Cuchilla Grande, Piedras Blancas.

From Aduana to Piedras Blancas & viceversa.....	10 cents.
" " " " Larrañaga & viceversa.....	6 "
" " " " Goes station & viceversa.....	4 "
" Marcelino Sosa to Piedras Blancas & viceversa.....	8 "
" " " " Larrañaga & viceversa.....	4 "
" " " " Goes station to Piedras Blancas & viceversa.....	6 "
" " " " Larrañaga to Piedras Blancas & viceversa.....	4 "

Piedras Blancas. 1st. tram: 5 a. m.—Last tram: 1·10 a. m.

Aduana. 1st. tram: 5 a. m.—Last tram: 12·25 a. m.

18. **From Camino Aldea to Playa Ramírez.**—One green and one blue light.—By Garibaldi, Aldea Morales, Plaza Artigas, Victoria, Colonia, República, Uruguay, Andes, Maldonado, Juan D. Jackson, San Salvador, Municipio, Estanzuela, Park Urbano, Playa Ramírez; return by: Yaro, Isla de Flores, Andes, O. del Plata, Yaguarón, Agraciada, Marcelino Sosa, I. de María, General Flores up to Avenue Garibaldi.

From the Academy Militar to Park Urbano.....	6 cents.
" " " " Sierra and Uruguay.....	4 "
" " " " National Park to Park Urbano.....	4 "
" " " " Park Urbano to Academy Militar.....	6 "
" " " " Goes station.....	4 "
" Andes and 18 de Julio to Garibaldi and Aldea.....	6 "
" Marcelino Sosa to Academy Militar.....	4 "
" " " " Italian Hospital.....	6 "
" " " " Goes station to Garibaldi and Aldea.....	4 "
" " " " Garibaldi and G. Flores to Calle Andes and 18 de Julio... 6 "	

Academy Militar. 1st. tram: 4·58 a. m.—Last tram: 12 midnight.

Playa Ramírez. 1st. tram: 5·45 a. m.—Last tram: 12·40 a. m.

19. **From Larrañaga to Playa Ramírez.**—One yellow and one white light.—By General Flores, Isidoro De-María, Marcelino Sosa, Agraciada, Yaguarón, Cerro Largo, Magallanes, San Salvador, Municipio, Estanzuela, Parque Urbano, Playa Ramírez; return by: Caiguá, Tacuari, Yaro, Isla de Flores, Magallanes, Cerro Largo, Yaguarón, Agraciada, Marcelino Sosa, I. De-María, General Flores to Larrañaga.

From Parque Urbano to Larrañaga and viceversa.....	6 cents.
" " " " Goes station and viceversa.....	4 "
" Marcelino Sosa to Larrañaga and viceversa.....	4 "
" " " " Goes station to Boulevard Artigas (connection).....	4 "

Larrañaga. 1st. tram: 6 a. m.—Last tram: 10 p. m.

Playa Ramírez. 1st. tram: 6·30 a. m.—Last tram: 12 midnight.

Goes station. 1st. tram.—Last tram: 11·35 p. m.

20. **From Atahualpa to the University.**—One blue and one yellow light.—By Progreso, Comercio, Camino Reyes, 19 de Abril, Agraciada (up to Córdoba), Rondeau, Uruguay, Andes, San José, Florida, Canelones, Camacuá, Treinta y Tres, Reconquista, Guarani, Piedras, Universidad; return by: Juan L. Cuestas, Washington, Colón, Reconquista, Juan

C. Gómez, Camacuá, Canelones, Florida, San José, Andes, Uruguay, Rondeau (up to Córdoba), Agraciada, 19 de Abril, Camino Reyes, Gerentes to Atahualpa.

From Dársena to Atahualpa and viceversa.....	8 cents.
" " " 19 de Abril and Lucas Obes & viceversa.....	6 "
" " " 2. ^a Rivera and viceversa.....	4 "
" Miguelete to Atahualpa and viceversa.....	6 "
" " 19 de Abril and Lucas Obes and viceversa.....	4 "
" Agraciada Station to Atahualpa and viceversa.....	4 "

Atahualpa. 1st. tram: 6 a. m.—Last tram: 11·45 p. m.

Dársena. 1st. tram: 6·30 a. m.—Last tram: 8·50 p. m.

Agraciada station. 1st. tram:—Last tram: 11·30 p. m.

21. From Playa Capurro to Pérez Castellanos.—One red and one blue light.—By Capurro, Agraciada, Rondeau, Uruguay, Florida, Rincón, Zabala, 25 de Agosto, Yacaré, Aduana; return by: Pérez Castellanos, 25 de Mayo, Uruguay, Rondeau, Agraciada, Capurro to Playa Capurro.

From Zabala and Piedras to Playa Capurro & viceversa.....	8 cents.
" " " Argentine Legation & viceversa.....	6 "
" " " 2. ^a Rivera and viceversa.....	4 "
" Miguelete to Playa Capurro and viceversa.....	6 "
" " Maturana and viceversa.....	4 "
" Agraciada station to Playa Capurro & viceversa.....	4 "

Playa Capurro. 1st. tram: 5·30 a. m.—Last tram: 12·50 a. m.

Aduana. 1st. tram: 5·45 a. m.—Last tram: 12·20 a. m.

22. From Playa Capurro to Playa Ramírez.—By Capurro, Agraciada, Rondeau, Uruguay, Yi, Durazno, Caiguá, Cebollati, Municipio, Estanzuela, Park Urbano, Playa Ramírez; return by: Juan D. Jackson, Cebollati, Caiguá, Maldonado, Ejido, Uruguay, Rondeau, Agraciada, Capurro to Playa Capurro.

From Park Urbano to Playa Capurro and viceversa.....	8 cents.
" " " Argentine Legation & viceversa.....	6 "
" " " Segunda Rivera and viceversa.....	4 "
" Miguelete to Playa Capurro and viceversa.....	6 "
" " Maturana and viceversa.....	4 "
" Agraciada station to Playa Capurro and viceversa.....	4 "

Playa Capurro. 1st. tram: 5·43 a. m.—Last tram: 11·40 p. m.

Playa Ramírez, 1st. tram: 5·43 a. m.—Last tram: 12·26 a. m.

23. From Avenue Garibaldi to Playa Ramírez.—One blue and one red light.—By Avenue G. Flores, I. De-María, Marcelino Sosa, Agraciada, Yaguarón, O. del Plata, Andes, Isle of Flores, Magallanes, San Salvador, Municipio, Estanzuela to Plaza Ramírez; return by: Yaro, Maldonado, Andes, Uruguay, Repúblca, Colonia, Victoria, Plaza Artigas, Morales, Aldea, to Avenue Garibaldi.

From Avenue Garibaldi to Military Academy & viceversa.....	6 cents.
" " " Marcelino Sosa.....	4 "
" Goes station to Park Urbano.....	4 "
" Park Urbano to National Park.....	4 "
" Sierra and Uruguay to Military Academy.....	4 "
" Andes and 18 de Julio to Garibaldi and G. Flores.....	6 "
" Aldea and Garibaldi to Andes and 18 de Julio.....	6 "
" " " Goes station.....	4 "

Urbano Park. 1st. tram: 5·30 a. m.—Last tram: 12·30 a. m.

Military Academy. 1st. tram: 5·55 a. m.—Last tram: 1 a. m.

24. From Aduana to Malvin.—One white and one green light.—By Aldea, Morales, Plaza Artigas, Victoria, Colonia, Repúblca, Uruguay, Ejido (provisionally Andes), San José, Florida, Canelones, Camacuá, Treinta y Tres, 25 de Agosto to Aduana; return by: Rambla, Misiones, Reconquista, Juan G. Gómez, Camacuá, Canelones, Florida, San José, Ejido (provisionally Andes), Repúblca, Victoria, Plaza Artigas, Morales, Aldea to Malvin.

From Aduana to Malvin and viceversa.....	8 cents.
" " " Larrañaga & viceversa.....	6 "
" " " National Park & viceversa.....	4 "
" Ejido and 18 de Julio to Malvin and viceversa.....	6 "
" Colonia and Victoria to Malvin and viceversa.....	4 "
Malvin. 1st. tram: 6 a. m.—Last tram: 1:10 a. m. (up to the station).	
Aduana. 1st. tram: 6 a. m.—Last tram: 12:30 a. m.	

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EAST SECTION

31. **Line between Aduana and Pocitos (Avenue Brazil).**—By Pérez Castellanos, Sarandí, Juncal, Plaza Independencia, Buenos Aires, Ciudadela, Soriano, Santa Lucía, Constituyente (station), Avenue Brazil, Vidal, Colón, Chucarao, and return by Avenue Brazil, Constituyente (station), Santa Lucía, Soriano, Ciudadela, Buenos Aires, Plaza Independencia, Juncal, Rincón, Zabala, 25 de Agosto, Yacaré, up to the starting point.

32. **Line between Aduana. 18 de Julio and Avenue Artigas.**—By Pérez Castellanos, Sarandí, Juncal (Plaza Independencia), Buenos Aires, Ciudadela, Soriano, Santa Lucía, Constituyente (station), Lavalleja, Defensa, 18 de Julio and Avenue Artigas; return by the same streets up to Juncal Rincón, Zabala, Yacaré, up to the starting point.

33. **Line between Aduana. Urbano Park and Playa Ramírez.**—By Pérez Castellanos, Sarandí (Plaza Independencia), Buenos Aires, Ciudadela, Soriano, Santa Lucía, Constituyente (station), Samayúa, enters in the Urbano Park (Playa Ramírez) and returns by Porvenir, Caiguá, Tacuarí, Yaro, San Salvador, Tacuarembó, Constituyente, Santa Lucía, Soriano, Ciudadela, Buenos Aires (Plaza Independencia), Juncal, Rincón, Zabala, 25 de Agosto, up to the starting point.

35. **Line between Aduana and Punta Carretas.**—By Pérez Castellanos, Sarandí, Juncal (Plaza Independencia), Buenos Aires, Ciudadela, Soriano, Santa Lucía, Constituyente (station), Ellauri, to Punta Carretas; return by Ellauri, Constituyente, Avenida 18 de Julio, Buenos Aires, Juncal, Rincón, Zabala, 25 de Agosto, Yacaré, up to the starting point.

36. **Line between Aduana. Plaza Ramírez and Urbano Park.**—By Pérez Castellanos, Sarandí, Juncal (Plaza Independencia), Buenos Aires, Ciudadela, Soriano, Santa Lucía, Constituyente (station), Minas, Estanzuela, Samayúa, enters in the Urbano Park (Playa Ramírez); return by: Porvenir, Caiguá, Tacuarí, Yaro, San Salvador, Minas, Constituyente (Station), Santa Lucía, Soriano, Ciudadela, Buenos Aires (Plaza Independencia), Juncal, Rincón, Zabala, 25 de Agosto, up to the starting point.

TARIFF FOR THE EAST SECTION

From Aduana to Avenue Artigas (18 de Julio) & viceversa.....	4 cents.
" " " Playa Ramírez and viceversa.....	4 "
" " " or A. Artigas (18 de Julio) to the quarter D. Lamas and viceversa.....	4 "
" " " or A. Artigas (18 de Julio), Mirador Rosado to Calle Bolívar and viceversa.....	4 "
" East station to Playa Pocitos & viceversa.....	4 "
" " " Puntas Carretas and viceversa.....	4 "
" Aduana or A. Artigas (18 de Julio) to the turn at Ellauri and viceversa.....	6 "
" Aduana or A. Artigas (18 de Julio) to Playa Pocitos and viceversa.....	6 "
" Aduana or A. Artigas (18 de Julio) to Punta Carreta and viceversa.....	8 "

Tariff for season-tickets.

Monthly season-ticket for all the lines of the east section.....	\$ 5.00
" " " " children under 12 years.....	\$ 2.50
" " " " all lines from the Villa Urbano Park, La-valleja, Diego Lamas quarter and that of the Avenue by Constituyente up to Artigas.....	\$ 4.00

POCITOS SECTION

37. **Line between Aduana and Pocitos.**—By Pérez Castellanos, Sarandí, Juncal (Plaza Independencia), Ciudadela, Colonia, Caiguá, Rivera Pereyra, (station), Chucarro, Masini, Vidal, and return by: C. Colón, Chucarro, Pereyra, Rivera, Sierra, Colonia, Ciudadela, Rincón, Zabala, 25 de Agosto, up to the starting point.

38. **Line between Aduana and Unión.**—By Pérez Castellanos, Sarandí, Juncal (Plaza Independencia), Ciudadela, Colonia, Caiguá, Rivera (Cemetery of the Buceo), Comercio, to Unión; return to Ciudadela, and the same streets up to Rincón, Zabala, 25 de Agosto, Yacaré up to the starting point.

39. **Line between Aduana and Buceo.**—By Pérez Castellanos, Sarandí, Juncal (Plaza Independencia), Ciudadela, Colonia, Caiguá, Rivera (Station), up to the Cemetery of Buceo; return by Ciudadela and the same streets up to Rincón, Zabala, 25 de Agosto, Yacaré up to the starting point.

40. **Line between Aduana and Pocitos station.**—By Pérez Castellanos, Sarandí, Juncal (Plaza Independencia), Ciudadela, Colonia, Caiguá, Rivera and Pocitos station, and return by Rivera, Sierra, Colonia, Ciudadela, Rincón, Zabala, 25 de Agosto, Yacaré, up to the starting point.

TARIFF FOR THE POCITOS SECTION

From Aduana to Pocitos station and viceversa.....	4 cents.
" Calle Colonia and Piedad to Playa Pocitos.....	4 "
" Pocitos station to the Union.....	4 "
" Calle Colonia and Piedad to the Unión.....	6 "
" Aduana to Playa Pocitos.....	6 "
" Playa Pocitos to the Buceo.....	6 "
" Aduana or Playa Pocitos to the Unión.....	8 "

Tariff for season-tickets.

Monthly season-ticket for all routes of Pocitos section.....	\$ 4.50
" " " " children under 12 years.....	\$ 2.25

REDUCTO SECTION

41. **Line between Dársena and Avenue Lezica.**—By 25 de Mayo, Uruguay, Florida, Paysandú, Ejido, Miguelete, Sierra, Terra, Yatay, Reducto (station), Guadalupe, Millán, Camino Molinos, Avenida Sayago, Camino Chacras, de Miguelete and National Route of Las Piedras up to College Pío, in the Lezica Avenue; return by the same streets to Paysandú, Cerrito, up to the starting point.

42. **Line between Dársena, Suárez and Larrañaga.**—By 25 de Mayo, Uruguay, Florida, Paysandú, Ejido, Miguelete, Sierra, José L. Terra, Yatay, Reducto (station), Aramburu, Millán, Guadalupe, Reducto, Burges, 2.^a Rivera, Suárez, Larrañaga; return by Reducto (station), Yatay, Terra, Sierra, Miguelete, Ejido, Paysandú, Cerrito, up to the starting point.

43. Line between Dársena, Larrañaga and Suárez.—By 25 de Mayo, Uruguay, Florida, Paysandú, Ejido, Miguelete, Sierra, Terra, Yatay, Reducto (station), Aramburu, Millán, Guadalupe, Reducto, Larrañaga, Suárez, 2.^a Rivera, Burgues, Reducto (station); return by Yatay, Terra, Sierra, Miguelete, Ejido, Paysandú, up to the starting point.

44. Line between Dársena and Paso de Molino.—By 25 de Mayo, Uruguay, Florida, Paysandú, Ejido, Miguelete, Sierra, Terra, Yatay, Reducto (station), Guadalupe, Millán (Prado), Castro to Paso Molino; return by the same streets, to Paysandú and by Cerrito to the starting point.

45. Line between Dársena and Prado (special).—By 25 de Mayo, Uruguay, Florida, Paysandú, Ejido, Miguelete, Sierra, Terra, Yatay, Reducto (station), Guadalupe, Millán, Pereyra, and by the Avenue of the Euca-lyptus up to the Prado Hotel, leaving by Carlos M.^a de Pena, to Castro, and by the same route to Ciudadela up to the starting point.

46. Line between Reducto Station and Urbano Park-Plaza Zabala.—By Yatay, Sierra, Nicaragua, Minas, Estanzuela, Samayúa, Urbano Park (Playa Ramírez), Jackson, Estanzuela, Cuareim, Durazno, Convención, Colonia, Ciudadela, Rincón, to Plaza Zabala, and return by Sarandí (Plaza Independencia), Ciudadela, Soriano, Convención, Durazno, Cuareim, Estanzuela, Samayúa (Urbano Park), Playa Ramírez, and return by Porvenir, Caiguá, Tacuari, Yaro, San Salvador, Minas, Nicaragua, Sierra, Reducto, Aramburu, Millán, Guadalupe to Reducto Station.

47. Line from Pérez Castellanos to Prado by Pereyra.—From Reducto Station, by Reducto, Gral. Freire, Pampas, Colombia, Rambla, Sud América, Convención, Paysandú, Cerrito, Pérez Castellanos; return by Sarandí (Plaza Independencia North side), Ciudadela, Colonia, Convención, Rambla, Sud América, Colombia, Pampas, Reducto, Guadalupe, Millán, Pereyra, Prado and Pena, up to Castro.

49. Line between Darse and Sayago.—By 25 de Mayo, Uruguay, Florida, Ejido, Miguelete, Sierra, Terra, Yatay, Reducto (station), Guadalupe, and by Millán, up to Avenue Sayago, and by this same up to Camino Molinas and the rail road; return by the same streets to Paysandú, Cerrito, up to the starting point.

50. Line from Station Reducto to Playa Pocitos.—From Reducto station by Reducto, Yatay, Terra, Sierra, Nicaragua, Minas, Colonia, Rivera, Pereyra, Cucarro, and Masini, up to Playa Pocitos; return by C. Colón, Chucarro and the same streets that go to the Reducto station.

NOTE.—This service being special, trams will not be run in bad weather.

Tariff for the Reducto Section.

From Dársena, Pérez Castellanos or Estanzuela and Yaguarón to Prado, Suárez and 2. ^a Rivera, Millán and 2. ^a Rivera and Avenue Artigas and viceversa	4 cents.
From Reducto station to Urbano Park, Prado, Paso Molino, Raffo, Larrañaga and Suárez and viceversa	4 "
From Millán and Progreso or Paso Molino to Sayago & viceversa	4 "
* Sayago to Colón (National Road) and viceversa	4 "
* Urbano Park to Plaza Zabala and viceversa	4 "
* Colón to Avenue Lezica and viceversa	4 "
* Dársena, P. Castellanos or Estanzuela and Yaguarón to Prado, Paso Molino, Larrañaga, Suárez and Millán and Castro and viceversa	6 "
* Calle Miguelete or Reducto station to Sayago and viceversa	6 "
* Sayago to Avenue Lezica and viceversa	6 "
* Dársena to Raffo and viceversa	8 "
* Millán and Progreso or Paso Molino to Colón (National Road) and viceversa	8 "

From Dársena to Sayago and viceversa.....	10 cents.
" Miguelete or Reducto station to Colón and viceversa....	10 "
" Millán and Progreso or Paso Molino to Avenue Lezica and viceversa.....	10 "
" Dársena to Colón (National Road) and viceversa.....	12 "
" Calle Miguelete or Reducto station to Avenue Lezica & v.v.	12 "
" Dársena to Avenue Lezica and viceversa.....	14 "

Line number 50:

From Reducto station to Pocitos station and viceversa.....	4 "
" Calle Minas and Colonia to Playa Pocitos and viceversa.	4 "
" Reducto Station to Playa Pocitos and viceversa.....	6 "

Tariff for season-tickets.

Monthly ticket for all lines of section Reducto.....	\$ 6.00
" " " " " up to Colón (Na- tional Road).....	" 5.00
Monthly ticket for all lines in the town up to Reducto Station.....	" 4.00

" " " " children under 12 years.....

\$ 2.50

UNION AND MAROÑAS SECTION

51. **Line between Aduana and National Hippodrome.**—By Colón, Washington (Plaza Zabala), Alzáíbar, Sarandí (Plaza Independencia), Juncal, Av. 18 de Julio, 8 de Octubre, 18 de Julio (Unión), Camino to the Hippodrome, Calle Particular, Brandzen, Hípica, Nuevo Circo, to Hippodrome, and return by the same streets to Rincón, Zabala, 25 de Agosto, up to the starting point.

52. **Line between Aduana and Unión.**—By Colón, Washington (Plaza Zabala), Alzáíbar, Sarandí (Plaza Independencia), Juncal, Av. 18 de Julio, 8 de Octubre (Unión station), and return by the same streets to Rincón, Zabala, 25 de Agosto, up to the starting point.

53. **Line between Aduana and National Park (by Mercedes).**—By Colón, Washington (Plaza Zabala), Alzáíbar, Sarandí (Plaza Independencia), Juncal, Ciudadela, Mercedes, Sierra, Carmen, 8 de Octubre, National Park, and return by the same streets to Rincón, Zabala, 25 de Agosto, up to the starting point.

54. **Line between Aduana and Camino Maldonado (by 18 de Julio).**—By Colón, Rambla, Ituzaingó, 25 de Agosto, Cerro Largo, Florida (Plaza Independencia), Avenue 18 de Julio, 8 de Octubre and Camino Nacional to Maldonado, and return by the same streets to 18 de Julio (Plaza Independencia), Buenos Aires, Juncal, 25 de Agosto, up to the starting point.

55. **Line between Aduana and Urbano Park (Playa Ramírez).**—By Colón, Washington (Plaza Zabala), Alzáíbar, Sarandí (Plaza Independencia), Juncal, Avenue 18 de Julio, Defensa, Lavalleja, Blanes, Estanzuela, Samayúa, Urbano Park (Playa Ramírez), and return by Jackson, San Salvador, Blanes, Lavalleja, Defensa, 18 de Julio, Buenos Aires (Plaza Independencia), Juncal, Rincón, Zabala, 25 de Agosto, up to the starting point.

57. **Line between Plaza Zabala and Playa Pocitos (special).**—From Plaza Zabala, by Sarandí, Juncal (Plaza Independencia north-side), 18 de Julio, Defensa, Rivera, Pereyra, Chucarro and Massini to Playa Pocitos; return by C. Colón, Chucarro, Avenue Brazil, Blanes, Lavalleja, Defensa, 18 de Julio, Juncal and Rincón to Plaza Zabala.

NOTE.—This service being special, trams will not be run in bad weather.

58. **Line between Unión station and Urbano Park (special).**—By 18 de Julio, 8 de Octubre, 18 de Julio, Defensa, Blanes, Estanzuela, Samayúa, Loop, Urbano Park, Porvenir, Juan Jackson, Blanes, Defensa, 18 de Julio, and 8 de Octubre, to Unión Station, this line is special, and is valid only in good weather.

Tariff for the Unión and Maroñas Section.

From Aduana to National Park and Playa Ramírez and v. v.	4 cents.
" Cordón station to Unión station and viceversa.....	4 "
" Unión station to Camino Maldonado and National Hippodrome and viceversa.....	4 "
" National Park to Playa Ramírez and viceversa.....	4 "
" 8 de Octubre and Larrañaga to the turn at Maroñas & v. v.	4 "
" Aduana to 8 de Octubre and Larrañaga and viceversa.....	6 "
" 18 de Julio and Ejido to Station Unión and viceversa.....	6 "
" 8 de Octubre and Larrañaga to Hippodrome National and Camino Maldonado and viceversa.....	6 "
" Unión station to Playa Ramírez and viceversa.....	6 "
" Cordón station to National Hippodrome and Camino Maldonado and viceversa.....	8 "
" Aduana to Unión station and viceversa.....	8 "
" Aduana to National Hippodrome and viceversa.....	10 "
" Aduana to the turn at Maroñas and viceversa.....	10 "
" Aduana to Camino Maldonado and viceversa.....	12 "
Line number 57 (special):	
From Plaza Zabala to Pocitos station and viceversa.....	4 "
" Calle Piedad and 18 de Julio to Playa Pocitos & viceversa.	4 "
" Plaza Zabala to Playa Pocitos and viceversa.....	6 "

Tariff for season-tickets.

Monthly ticket for all lines of Unión section and Maroñas.....	\$ 5.00
" " " " children under 12 years.....	" 2.50
" " " " all lines in the town, Urbano Park and National Park.....	" 4.00

Students of public establishments, school-masters of the State Officials and messengers of the National Telegraph pay half price.

North tram.—Tariff.

From the town to Paso del Molino and viceversa.....	6 cents.
" " " " Reducto and viceversa.....	4 "
" " " " Calle Olivos and viceversa.....	4 "
" Reducto to Paso del Molino and viceversa.....	4 "
" Cerro Largo and Río Negro to Paso del Molino & v. v.....	4 "
" " " " " " " " " Maturana & viceversa.....	5 "
Children under 10 years on all lines.....	4 "
Monthly tickets for all lines.....	\$ 4.00
" " " " children under 10 years.....	" 2.50

Season-tickets are sold at the station the 1st. and 5th of each month.

Postal Service.—Tariffs.

Post office, Calle Sarandi, between Calles 33 and Misiones.

Branch n.^o 1 (open day and night), Calle Uruguay, 98.

Branches:

Calles: Piedras, 172; Agraciada, 650; Justicia, 63; 18 de Julio, 893; Reducto, 153; Canelones, 541; Soriano, 267; 18 de Julio, 196 (Unión); Madrid, 53; Arapayé, 269 a; G. Flores and Santa María, Rivera, 513; 8 de Octubre, 218; 18 de Julio, 618 (Maroñas); Colonia, 261; Reyes, 9 (Paso del Molino); Municipio and Colonia; Sayago; Rondeau and Corrientes; Estanzuela, 139; Sierra, 223; Barra de Santa Lucía; Iglesia 39 (Paso del Molino); Grecia, 194 (Cerro); Pereyra, 96 (Pocitos); Colón station; Uruguay and Magallanes; Peñarol; Railway station Central.

Postal tariff:

Ordinary letters, every 15 grams or less.....	2 cents.
For the interior of the Republic, every 20 grams or less.....	5 "
South American countries, every 20 grams or less.....	5 "
Other countries, every 20 grams or less.....	8 "

Post-cards. Interior and abroad.....	2 cents.
Registered letters. Above the ordinary value of stamp.....	10 "
With advice of reception.....	15 "
Printed matter for the interior 100 grams or less.....	½ "
For abroad 50 grams or less:.....	1 "
Letter-cards. Interior.....	3 "
Documents, etc. Interior every 50 grams or less.....	1 "
South American countries the first 250 grams or less:.....	5 "
Every 50 grams or following fraction of a gram.....	1 "
Other countries the first 100 grams.....	5 "
Every 50 grams or fraction above.....	1 "
Samples without value. Interior every 50 grams or less.....	1 "
For abroad the first 100 grams or less.....	3 "
Every 50 grams above.....	1 "
Parcel-post for the interior 3 kilos or less.....	30 "
Abroad, 5 kilos, Argentine Republic.....	50 "

For other countries, information is given at the Central Office.

Telegraph Service.—Tariff.

National telegraph.—Interior. Simple; the first 10 words \$ 0·30; every word more 0·02. The address and signature are not counted.

Argentine Republic, Paraguay, Chile and Bolivia. The first 15 words \$ 0·25; each word more 0·02.

Brazil. Livramento and Quarahy. The same tariff as for the interior, with a supplement of \$ 0·20 for each telegram or for each fraction up to 30 words.

South Zone. National and Oriental Via. Word \$ 0·20. Western \$ 0·235.

North Zone. National and Oriental Via. Word \$ 0·28. Western \$ 0·425.

Oriental Telegraph.—Interior. The first 10 words \$ 0·50. Each 10 words or less above \$ 0·25. The address and signature are not counted.

Conversation by telephone, 5 minutes \$ 1·00.

Liegations.

Germany, calle Piedras 605; Argentine, calle Agraciada, 828; Austria-Hungary, at Buenos Aires; Belgium, id; Brazil, Calle 25 de Mayo, 409; Cuba, Calle Río Negro, 1495; Chile, Calle Washington, 312; Spain, Calle Florida, 1233; United-States, Calle 18 de Julio, 1056; France, Calle Ibicuy, 263; England, Calle 25 de Mayo, 445 a; Italy, Calle Colón, 146; Mexico, at Buenos Aires; Norway, id; Netherlands, id; Paraguay, Calle 25 de Mayo, 226; Russia, at Río de Janeiro; Switzerland, at Buenos Aires.

Consulates.

Germany, Calle Piedras, 605; Argentine, Calle Solis, 1478; Austria-Hungary, Calle Sarandi, 278; Belgium, Calle Uruguay, 137; Bolivia, Calle Ituzaingó, 157; Brazil, Calle 25 de Mayo, 1492; Colombia, Calle Piedras, 136; Costa Rica, Calle Cerrito, 419; Cuba, Calle Río Negro, 1495; Chile, Calle J. C. Gomez, 1419; Denmark, Calle Cerrito, 407; Ecuador, Calle J. C. Gómez, 1429; Spain, Calle Bartolomé Mitre, 1537; United-States, Calle Treinta y Tres, 53; France, Calle Soriano, 125; England, Calle Paraná, 20 a; Italy, Calle Colón, 146; Mexico, Calle Solis, 49; Norway, Calle Piedras, 136; Netherlands, calle Piedras, 242; Paraguay, Calle Convención, 1262; Perú, Calle Colón, 107; Portugal, Calle Cerrito, 158; Russia, Calle San José, 82; Switzerland, Calle J. C. Gomez, 82.

Principal administrations.

Home office, Plaza Independencia (Government Palace); Foreign office, corner of Rincón and Ciudadela streets; Finance office Government Palace; Office and Public Works, Calle 25 de Mayo, 104; Office of Industry, corner of 25 de Mayo and Juan C. Gómez streets; War and Navy offices, Government Palace; Office of Public instruction, Calle Uruguay, 191; Sénat,

Calles J. C. Gómez and Sarandí; Chamber of Deputies, id; High Court of Justice, corner of 25 de Mayo and Treinta y Tres streets; Court of appeal, Calle Sarandí, 122; Civil and Probate Tribunals 1st. Calle Rincón 63; 2nd. Calle Rincón 52; 3rd. Calle Sarandí, 158. Archibishopric corner of Uruguay and Andes streets; Post and Telegraphs, Calle Sarandí, 207; Emigrant's Hotel, Calle Guayabos, 24 (Bella Vista).

Theatres and Shows.

Solís.—Calle Buenos Aires, between Juncal and Cerro streets.
Urquiza.—Calles Andes and Mercedes.

Politeama.—Calle Colonia and Avenue La Paz.

18 de Julio.—Avenue 18 de Julio between Yaguarón and Yi streets.

Casino.—Calles Andes and Colonia.

Nacional.—Calle Florida between Soriano and Canelones streets.

Stella d'Italia.—Calles Mercedes and Yaro.

Royal.—Calle Bartolomé Mitre between Buenos Aires and Reconquis-
ta streets.

Moderno.—Calles Andes between the 18 de Julio and San José streets.
Marconi.—Calle Yacaré, 12.

Colón.—Calles Ciudadela and Cerrito.

Coliseum Florida.—Calle Florida between San José and Soriano streets.

La Lira.—Calle Paísandú, 6.

Victoria Hall.—Calle Río Negro between Uruguay and Mercedes
streets.

Verdi.—Calle Soriano, 93.

Galician Centre.—Calle 18 de Julio, between Gaboto and Yaro streets

Banks.

German Transatlantic, Calle Cerrito, 183; *Anglo-South American*, Calle Zabala; 82; *Britannic of South America*, Calle Zabala, 94; *Branch Office*, Calle Rondeau, 286; *Working men's bank*, Calle Treinta y Tres, 111; *Commer-
cial*, Calle Cerrito, 189; *Land Credit of Uruguay*, Calle Zabala, 111; *Credit*,
Calle Cerrito, 184; *Spanish bank of Río de la Plata*, Calle 25 de Mayo, corner
of Calle Zabala. *Branches*: Calles 18 de Julio, 550 and Rondeau, 278. *French
Supervielle and C.º*, Calle 25 de Mayo, 423-427; *French from Río de la Plata*,
corner of Zabala and 25 de Mayo streets; *Galicia and Buenos Aires*, Calle
Cerrito, 187; *Mortgage of Uruguay*, calle Misiones, 171-181; *Italian of Ur-
uguay*, Calle Cerrito, 205; *London Brazilian bank*, calle Zabala, 85; *London
and River Plate*, Calle Cerrito, 201; *Branch* at the corner of Miguelete and
Río Negro streets; *National Mutual*, Calle Sarandí, 197 a; *Pensions*, Calle
18 de Julio, 239; *Popular bank of Uruguay*, corner of Zabala and Cerrito
streets; *Assurance of the State*, Calle Misiones, 209.

Protestant Temples.

Evangelist, corner of Constituyente and Médanos streets; *Methodist
Episcopal*, Calle Treinta y Tres, 254; *English Temple*, Calle Treinta y
Tres (South); *Methodist Temple*, Calle Lima between Batovi and Bequelo
streets.

Clubs.

Christian Association for young people, Calle Rincón, 20; *Association
of Students*, Calle Misiones, 137; *Argentine Centre*, Calle 18 de Julio, 147;
Uruguay Artistic Centre, Calle Soriano, 315; *Asturian Centre*, Calle Arapey,
343; *Catalan Centre*, Calle Soriano, 194; *Galician Centre*, Calle 18 de Julio,
between Gaboto and Yaro streets; *Military and Naval Centre*, Calle 18 de
Julio, 325; *Catholic Centre for workmen*, Calle Mima, 240; *Círculo de Armas*,
Calle Paísandú 12; *Centre for theen couragement of Fine-Arts*, Calle Paísandú,
16 a; *French Club*, Calle Buenos Aires, 257; *Italian Club*, Calle 18 de Julio,
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216; *Press Club*, Calle 18 de Julio, 182; *German Club*, Calle Buenos Aires,
173; *Catholic Club*, Calle Cerrito, 166; *Spanish Club*, Calle 18 de Julio, 42;

English Club, Calle Rincón, 130; *Club Pocitos*, Calle Pereyra, 44; *Club Taurino*, Calle Soriano, 45; *Club Uruguay*, Calle Sarandí, 321; *Photo-Club*, Plaza Independencia, 23 a; *Jockey Club*, Calle 18 de Julio, 91-95; *Familiar Society (Ladies)* Calle Sarandí, 210.

Recreative and Sporting Societies.

Central Uruguay R. Cricket Club, Peñarol; *National Club of Foot-Ball*, Central Park; *National Club of Regatas*, Florida Quay; *The Future*, Calle Arapear, 228; *La Colmena*, Pocitos; *La Criolla*, Atahualpa; *Uruguayan League, of Foot-Ball*, Calle Paisandú, 122; *Montevideo Wanderer Club*, Belvedere; *Spanish Orpheon*, Calle Rio Negro, 142; *Parva Domus Magna Quie Punta Carretas*; *River Plate Foot-Ball Club*, Punta Carretas; *Touring Club*, Calle Paisandú, 122; *Rowing Club*, Port.

Benevolent Societies.

Christopher Columbus, Calle Magallanes, 115; *Red Cross*, Calle Cerrito, 337; *Between ourselves*, Calle Sarandí, 210; *Liberal*, Calle Madrid, 58; *Uruguay an League against Tuberculosis*, Calle Magallanes, 182; *Portuguese*, Calle Zabala, 202; *Protector of youth*, Calle Reconquista, 103; *St. Vincent de Paul*, Calle Cerrito, 166.

Newspapers and Reviews.

El Telégrafo Marítimo, Calle Piedras, 75; *El Siglo*, Calle Rincón, 154; *La Tribuna Popular*, Calle Ciudadela, 36; *La Razón*, Calle Rincón 154; *El Día*, Calle Mercedes, 43; *El Bien*, Calle Treinta y Tres, 116; *El Tiempo*, Calle Ciudadela, 56; *La Democracia*, Calle Ciudadela, 52; *Diario Oficial*, Calle Florida, 230; *Diario de la Plata*, corner of Buenos Aires and Bartolomé Mitre streets; *The Montevideo Times*, Calle 25 de Agosto, 157; *El Diario Español*, Calle Ituzaingó, 87; *Diario del Comercio*, Calle Soriano, 157; *Corriere d'Italia*, Cerro Largo, 98; *Montevideo Musical Review*, Calle Soriano, 93; *La Semana (Review)*, Calle Bartolomé Mitre, 257; *El Industrial Uruguayo*, Cerro Largo, 96; *El Gráfico Mundial*, Calle Rincón 116; *El Fogón (Review)*, Calle Treinta y Tres, 180; *Agros, School of Agronomy*, Sayago; *El Amigo del Obrero*, Calle Daiman, 126; *Industria y Comercio*, Calle Mercedes, 173; *La Mosca (Review)*, Calle Daiman, 170; *La Unión Católica*, Calle Cerrito, 164; *Vida Nueva*, Calle Ciudadela, 131.

Police.

Central Station, corner of J. C. Gómez and Sarandí streets.

Hotels.

There are a great many Hotels in Montevideo; we will not try to mention all; we will only name the most important ones.

The first is the *Grand Hotel Lanata*, Calle Sarandí, 325-327, and corner of Calle Juan Carlos Gómez and Plaza Constitución, which offers all desirable comforts to travellers. The tariff per person and per day is from 4 to 5 dollars. Other important hotels are: the *Park Hotel*, tariff \$ 7'00; *Hotel de los Pocitos*, situated on the sea and facing the Rambla de los Pocitos; *Hotel de Mayo*, Calle 25 de Mayo, 521-527, tariff \$ 2'50 to 3 \$; *Pyramide Hotel*, Calle Sarandí, 185; *Hotel España* and *Splendid Hotel*; the *Grand Hotel Barcelona*, Plaza Independencia; *Hotel Orient*; *Florida Hotel*; *Hotel Piazza Bianchi*; *Hotel Comercio*, etc.

The most important pastry shop in Montevideo is the *Confitería del Telégrafo*, Calle 25 de Mayo, 679.

Suburbs of Montevideo.

The suburbs of Montevideo deserve the name of picturesque, the tourist ought to visit the following places:

Paso del Molino.—This is the residence of many rich families of Montevideo. There are pretty chalets and beautiful country houses, surrounded by parks and gardens.

Prado.—The pride of Montevideo and pompously called the «Petit Bois de Boulogne». This a beautiful park with secular trees and avenues well kept.

Punta Carretas.—This is the «rendez-vous» of numerous recreative societies who frequent it on Sundays. One enjoys a beautiful panorama of the sea.

Villa Dolores.—Magnificent zoological garden given recently to the Municipality by Mr. Alejo Rossell y Rius and his wife. It has a splendid collection of animals, and a lake with boats. It is open to the public Thursdays and Sundays. The entrance fee is \$ 0'20 for adults and \$ 0'10 for children. The takings go to benevolent works.

Urbano Park.—This is a large annexe to the Playa Ramírez, with large broad avenues, a big lake, for boats, a castle, bars, restaurants and a magnificent Hotel Casino where banquets are given. In the evening during the summer there are al fresco concerts. The whole Park is profusely lighted.

Villa Colón.—This is one of the most picturesque places in the surroundings of Montevideo. It is crossed by a broad avenue of eucalyptus trees. Many families have built small villas and palaces there.

Sayago.—This is a pretty place situated at 8 kilometres from the town with which it is connected by a railroad and electrics trams.

Villa del Cerro.—This is a very picturesque village at the foot of the large Cerro (mountain) of Montevideo. It is connected with the town by electric trams. The fortress which is on the summit of the mountain, ought to be visited.

For other places, the tourist can visit the Paso de las Duranas, Atahualpa, La Unión, the Reducto, Maroñas, Malvin, Carrasco and El Buceo. The Central Cemetery is also worthy of a visit.

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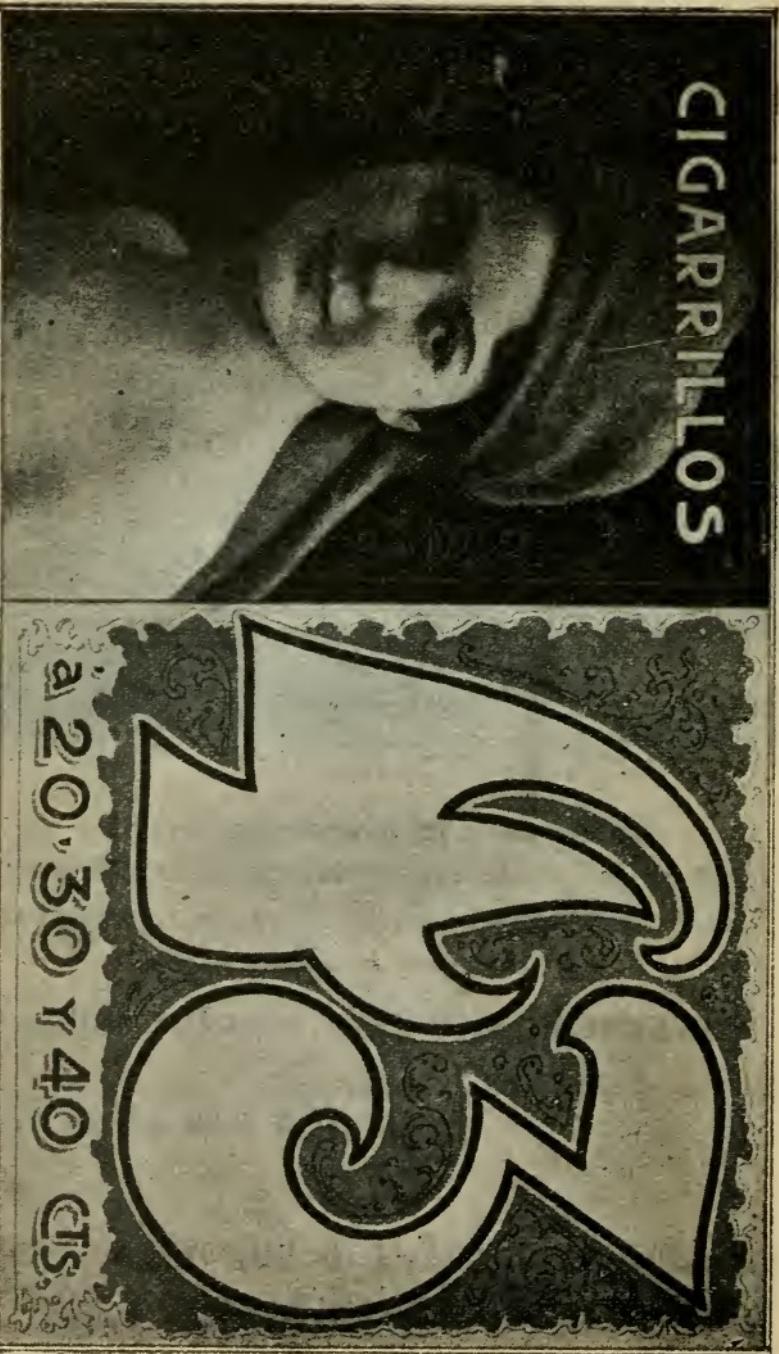
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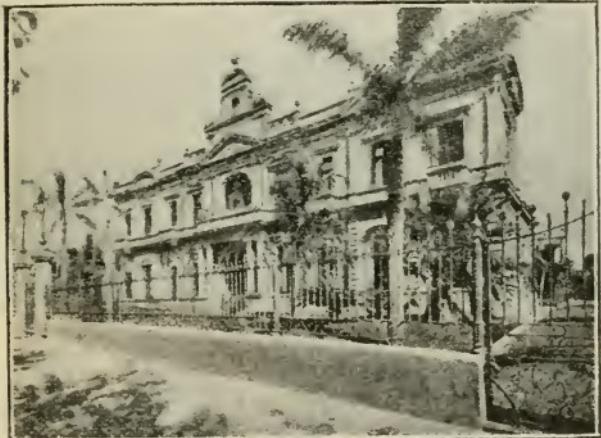
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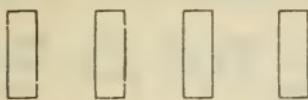
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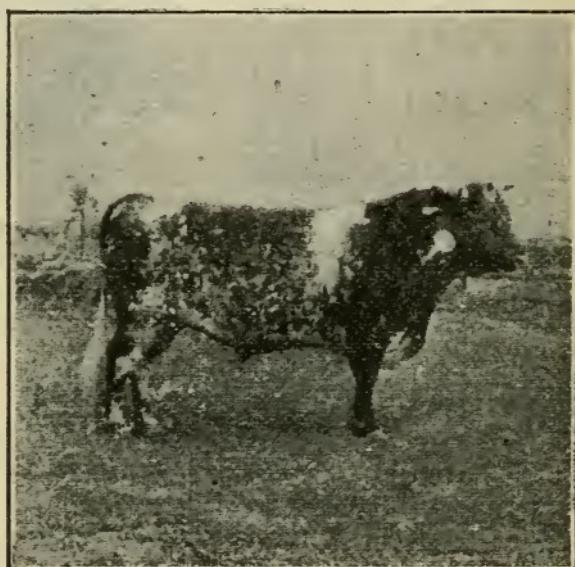
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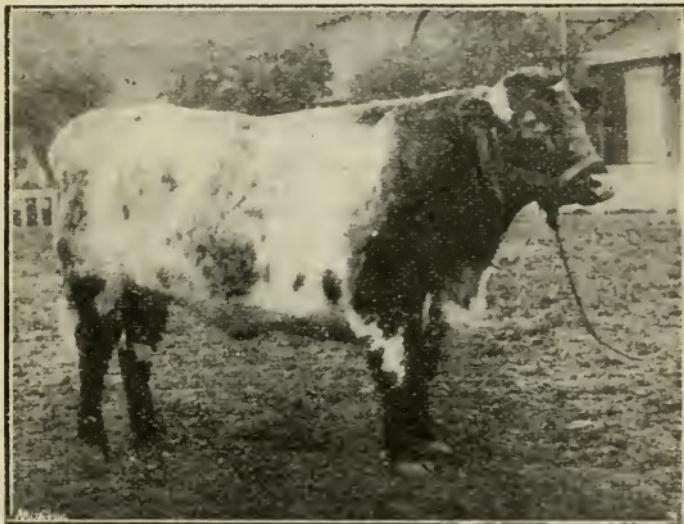
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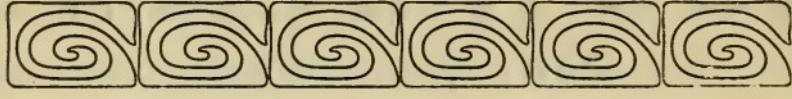
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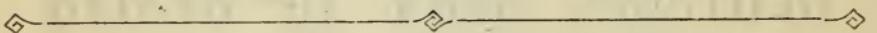
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Length of railway tracks in use: 6,249 kilometres

New lines in construction: 1,289 kilometres

TRAFFIC RETURNS UP TO JUNE 30TH 1911:

Passengers, 22,231,112.—Head of cattle, 6,741,555

Goods, 5,276,651 tons. Gross receipts: £ 4,988,380

The pastoral and agricultural regions opened up by the lines of this Company are classed amongst the richest in the province of Buenos Aires. The Río Negro valley, which, up to to-day is one of the least productive regions of the net-work, will be, come one of the most fertile in the country, when the great works of irrigation, which are in construction, are finished.

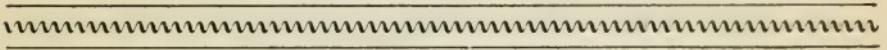




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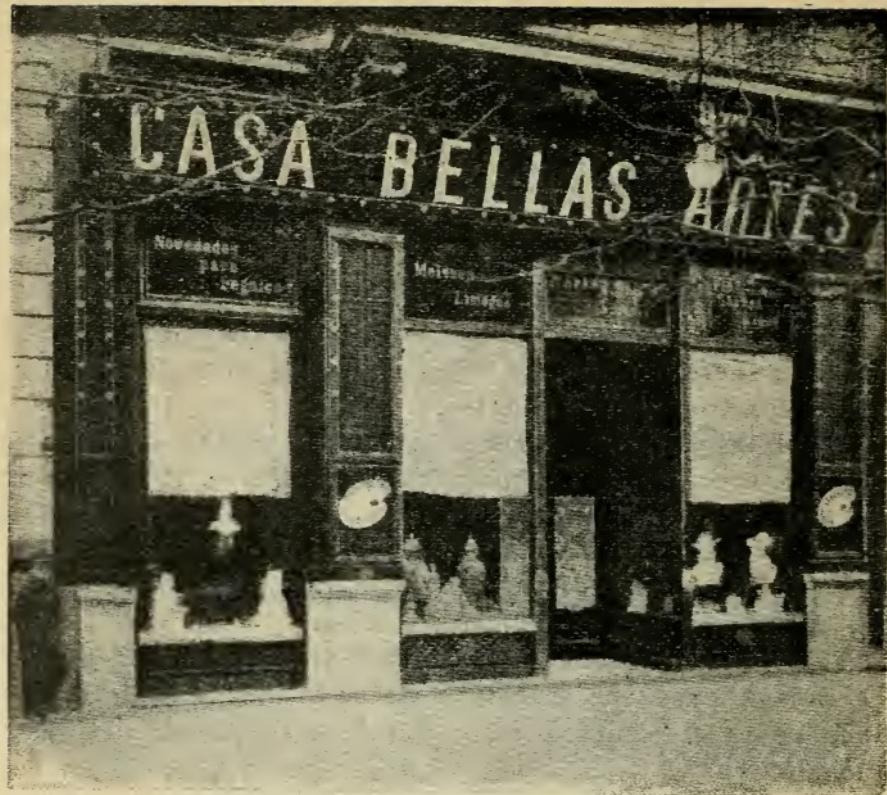
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- 2.^o—From González Catan to La Plata.
- 3.^o—From Villars to General Villegas, passing by Navarro, 9 de julio, C. Tejedor, Tres Algarrobos.
- 4.^o—From Patripios to Salliqueló, passing by Magdala, Asturias, Mones Cazon, Trongé, and V. de la Plaza.
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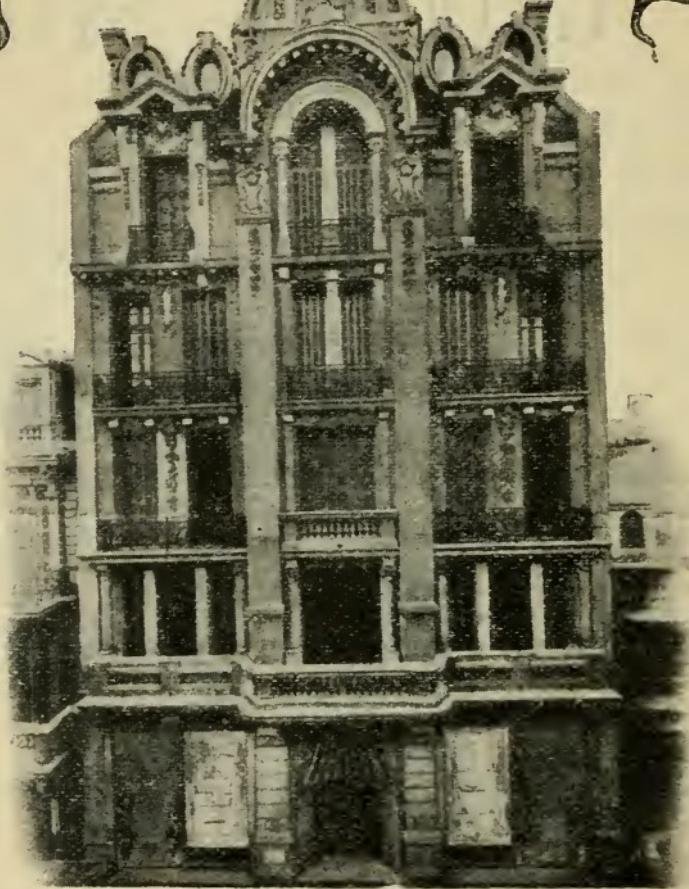
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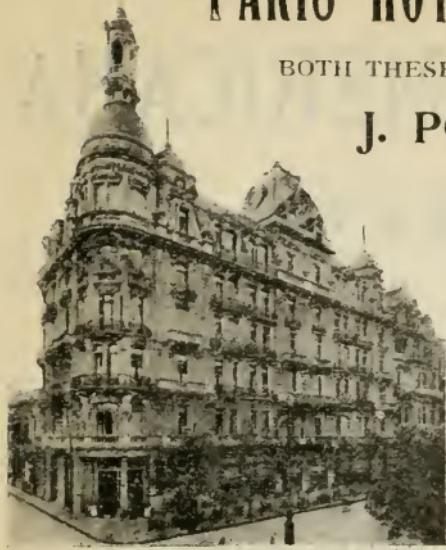
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